PARLIAMENTARY DEBATES

(PART I—QUESTIONS AND ANSWERS)

OFFICIAL REPORT

VOLUME I, 1950

(1st February to 13th March, 1950)

FIRST SESSION

OF

PARLIAMENT OF INDIA

1950

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CORRIGENDA

In the Parliamentary Debates (Part I—Questions and Answers), First Session, 1950—

In Volume I,—

1. No. 3, dated the 3rd February, 1950,—
   (i) Page 55, line 8, *for* "*Shiromoni*" *read* "*Shiromani*";
   (ii) Page 68, line 18 from bottom, *for* "**Seht**" *read* "**Seth**";
2. No. 4, dated the 6th February, 1950,—
   (i) Page 70, line 19 from bottom, *after* "Will" *insert* "the";
   (ii) Page 82, *omit* line 10;
3. No. 5, dated the 7th February, 1950,—
   (i) Page 98, line 4 from bottom, *for* "or" *read* "of";
   (ii) Page 112, line 9, *for* "fields" *read* "oil-fields";
4. No. 6, dated the 8th February, 1950,—
   (i) Page 136, last line, *for* "does not go" *read* "goes";
   (ii) Page 139, line 21 from bottom, *for* "**Sadar**" *read* "**Sardar**";
   (iii) Page 140, line 11 from bottom, *for* "peased" *read* "pleased";
   (iv) Page 143, line 11 from bottom, *for* "delaying" *read* "defying";
5. No. 7, dated the 9th February, 1950,—
   Page 174, last line, *for* "(52)" *read* "(25)";
6. No. 8, dated the 10th February, 1950,—
   (i) Page 195, line 11, *for* "completed" *read* "complete";
   (ii) Page 204, line 4, *for* "lakhs" *read* "lakh";
7. No. 9, dated the 13th February, 1950,—
   Page 208, line 8, *after* "in" *insert* "a";
8. No. 11, dated the 16th February, 1950,—
   (i) Page 280, line 3, *after* "apart" *insert* "from";
   (ii) Page 281, *insert* "IMPROVEMENT OF TOBACCO CULTIVATION" as heading to Starred Question No. 270;
9. No. 13, dated the 20th February, 1950,—
   (i) Page 327, line 2, *for* "Wil" *read* "Will";
   (ii) Page 335, lines 2 and 3, *for* "hydrometeorologica" *read* "hydro-meteorological";
   (iii) Page 348, line 18, *for* "*No. P-65/50*" *read* "*No. P-64/50*";
10. No. 14, dated the 21st February, 1950,—
   (i) Page 386, line 3 from bottom, *before* "Will" *insert* "(a)";
   (ii) Page 388, in heading to Unstarred Question No. 49, *for* "AUD" *read* "AND";

11. No. 15, dated the 22nd February, 1950,—

Page 415, line 10 from bottom, *for* "*Appendix I*" *read* "*Appendix III*";

12. No. 16, dated the 23rd February, 1950,—

(i) Page 423, line 8, *for* "**Railway**" *read* "**Railways**";

(ii) Page 424, line 12, *after* "Railway" *insert* "survey" and line 27, *for* "have" *read* "has";

(iii) Page 444, line 9 from bottom, *for* "Sum" *read* "Sun";

13. No. 17, dated the 24th February, 1950,—

(i) Page 471, line 4 from bottom, *for* "catting" *read* "calling";

(ii) Page 472, line 19, *for* "Government" *read* "Governments";

14. No. 18, dated the 27th February, 1950,—

(i) Page 490, line 2, *for* "had" *read* "hard";

(ii) Page 500, *for* existing heading to Starred Question No. 580, *read* "EXPORT OF MICA";

15. No. 19, dated the 28th February, 1950,—

(i) Page 516, line 1, *for* "remissi of th" *read* "remission of the";

(ii) Page 522, line 1, *for* "lik" *read* "likely";

(iii) Page 526, line 8 from bottom, *before* "discontinue" *insert* "to" and *for* "telegram" *read* "telegrams";

16. No. 20, dated the 1st March, 1950,—

(i) Page 553, last line, *omit* "the" *before* "so-called";

(ii) Page 554, line 17, *for* "Gove nment" *read* "Government";

(iii) Page 560, line 16, *for* "re-introduction" *read* "re-introduced";

17. No. 21, dated the 2nd March, 1950,—

(i) Page 567, line 14 from bottom, *after* "put" *insert* "up";

(ii) Page 578, line 2 from bottom, *after* "that" *insert* "may";

(iii) Page 585, in heading to Starred Question No. 609, *for* "PPERSONS" *read* "PERSONS";

18. No. 22, dated the 6th March, 1950,—

Page 616, line 1, *before* "limits" *insert* "age";

19. No. 23, dated the 7th March, 1950,—

Page 640, lines 1 and 2, *for* "Infomation" *read* "Information";

20. No. 24, dated the 8th March, 1950,

Page 658, line 3, *for* "ot" *read* "to";

21. No. 26, dated the 10th March, 1950,—

Page 717, line 14, *for* "not" *read* "note";

22. No. 27, dated the 11th March, 1950,—

(i) Page 749, line 10, *for* "pudchase" *read* "purchase";

(ii) Page 755, line 2 from bottom, *for* "corruption" *read* "consumption";

23. No. 28, dated the 13th March, 1950,—

(i) Page 787, line 8, *for* "outpt" *read* "output";

(ii) Page 788, line 17, *for* "is" occurring after "There" *read* "are";

In Volume II,—

24. No. 1, dated the 14th March, 1950,—
    (i) Page 825, line 6 from bottom, *for* "Ferbuary" *read* "February";
    (ii) Page 833, line 16 from bottom, *for* "Far" *read* "far";

25. No. 2, dated the 15th March, 1950,—
    Page 857, line 16, *for* "Boys" *read* "Boy";

26. No. 4, dated the 17th March, 1950,—
    (i) Page 899, *for* line 22, *read* "that if he was invited he would be prepared to come again, and, if so, is there";
    (ii) Page 901, *omit* line 9 from bottom;
    (iii) Page 918, in heading to Starred Question No. 944, *for* "COMMUNICATN" *read* "COMMUNICATION";

27. No. 5, dated the 20th March, 1950,—
    Page 927, line 11 from bottom, *for* "instalments" *read* "instalmental";

28. No. 6, dated the 21st March, 1950,—
    Page 963, *for* existing last two lines *read* "**Dr. S. P. Mookerjee**: I think that question will arise after the Institute comes into existence";

29. No. 8, dated the 23rd March, 1950,—
    Page 1020, line 14 from bottom, *for* "moring" *read* "morning";

30. No. 9, dated the 24th March, 1950,—
    Page 1059, line 21, *for* "pltased" *read* "pleased";

31. No. 10, dated the 27th March, 1950,—
    (i) Page 1075, line 5 from bottom, *for* "go" *read* "got";
    (ii) Page 1082, line 3 from bottom, *after* "of" *insert* "the";
    (iii) Page 1101, last line, *for* "strinency" *read* "stringency";

32. No. 11, dated the 29th March, 1950,—
    (i) Page 1125, *omit* line 5 from bottom and after line 3 from bottom, *insert* "*Appendix VI, Annexure No. 5*";
    (ii) Page 1131, line 1, *after* "block" *insert* "grant";
    (iii) Page 1138, line 20, *for* "Cindhya" *read* "Vindhya";

33. No. 12, dated the 30th March, 1950,—
    (i) Page 1172, *omit* line 16 and in line 17, *for* "1848" *read* "1948";
    (ii) Page 1177, in heading to Starred Question No. 1252, *for* "IMMIGRANTS" *read* "INSURGENTS";

34. No. 13, dated the 31st March, 1950,—
    Page 1213, line 23, *for* "1:74 and 1:17" *read* "1·74 and 1·17";

35. No. 14, dated the 1st April, 1950,—
    Page 1242, line 18 from bottom, *for* "1335" *read* "1926".

36. No. 15, dated the 3rd April, 1950,—

(i) Page 1254, line 1, *for* "**Dr. P. S. Mookerjee**" *read* "**Dr. S. P. Mookerjee**";

(ii) Page 1263, line 16 from bottom, *for* "*rehbiwalas*" *read* "*Rahriwalas*";

(iii) Page 1271, line 9 from bottom, *for* "Ministry" *read* "Minister";

37. No. 16, dated the 4th April, 1950,—

(i) Page 1282, line 2 from bottom, *for* "happend" *read* "happened" and line 1 from bottom, *omit* "here";

(ii) Page 1291, line 5 from bottom, *after* "that" *insert* "may be";

38. No. 18, dated the 6th April, 1950,—

(i) Page 1353, in heading to Starred Question No. 1467, *for* "EXPERTS" *read* "EXPORTS"; line 21, *for* "4" *read* "41" and line 6 from bottom, *for* "spending" *read* "sending";

(ii) Page 1354, line 4, *for* "hunred" *read* "hundred";

(iii) Page 1372, line 1, *for* "(i)" *read* "(ii)";

39. No. 19, dated the 8th April, 1950,—

(i) Page 1379, line 16, *after* "fact" *insert* "that";

(ii) Page 1388, line 5, *for* "ond" *read* "and" and line 15, *for* "held" *read* "help";

40. No. 20, dated the 10th April, 1950,—

Page 1438, last line, *for* "of broadcasting is completed" *read* "devolved upon the Government of India?";

41. No. 21, dated the 11th April, 1950,—

Page 1460, line 11, *for* "No. II" *read* "No. 11";

42. No. 22, dated the 12th April, 1950,—

(i) Page 1486, lines 2 and 1 from bottom, *for* "intstituted" *read* "instituted";

(ii) Page 1496, between lines 12 and 13 from bottom, *insert* "STATEMENT BY MINISTER OF STATE FOR TRANSPORT *re* EXPENDITURE IN ASSAM";

(iii) Page 1499, in heading to Starred Question No. 1664, *for* "NDORE" *read* "INDORE";

(iv) Page 1501, line 9 from bottom, *for* "Telgu" *read* "Telugu";

43. No. 23, dated the 14th April, 1950,—

Page 1505, line 8, *for* "**Homes**" *read* "**Home**";

44. No. 25, dated the 17th April, 1950,—

(i) Page 1572, line 8, *for* "acrerage" *read* "acreage";

(ii) Page 1594, line 5, *for* "Project" *read* "Projects";

(iii) Page 1597, line 3 from bottom, *after* "to" *insert* "a";

(iv) Page 1598, line 20 from bottom, *for* "1773" *read* "1783";

(v) Page 1603, in heading to Starred Question No. 1794, *for* "SERDS" *read* "SEEDS";

In Volume III,—

45. No. 1, dated the 18th April, 1950,—

(i) Page 1622, line 2 from bottom, *for* "28,73" *read* "28,739";

(ii) Page 1634, in heading to Starred Question No. 1795, *for* "INCUME-TAX" *read* "INCOME-TAX";

(iii) Page 1636, in heading to Starred Question No. 1827, *for* "KAMPUR" *read* "KAMALPUR";

46. No. 2, dated the 19th April, 1950,—

(i) Page 1657, line 3 from bottom, *for* "loging" *read* "losing"; and

(ii) Page 1670, line 9, *for* "*kutch*" *read* "*Kutcha*".

In Volume 1,—

1. No. 9, dated the 13th February, 1950,—

(i) पृष्ठ २१२, पंक्ति २ पर "भेज" की जगह "भेजे" पढ़ें।

(ii) पृष्ठ २१२, पंक्ति नीचे से ऊपर को ६ पर "हे" की जगह "है" पढ़ें।

(iii) पृष्ठ २१३, पंक्ति ५ पर "जारीं" की जगह "जारी" पढ़ें।

2. No. 11, dated the 16th February, 1950.—

पृष्ठ २६७, पंक्ति ३२ पर "मंजूर" की जगह "मंजूर" पढ़ें।

3. No. 12, dated the 17th February, 1950,—

(i) पृष्ठ २९५, पंक्ति १० पर "ह" की जगह "हर" पढ़ें।

(ii) पृष्ठ २९५, पंक्ति ११ पर "इसक" की जगह "इसके" पढ़ें।

(iii) पृष्ठ २९७, पंक्ति २९ पर "जवान" की जगह "जवाब" पढ़ें।

(iv) पृष्ठ २९७, पंक्ति नीचे से ऊपर को ४ पर "पूंछना" की जगह "पूछना" पढ़ें।

(v) पृष्ठ ३०२, पंक्ति ५ पर "गोविन्द" की जगह "गोविन्द" पढ़ें।

(vi) पृष्ठ ३०२, पंक्ति ६ पर "मै" की जगह "में" तथा "वज्ञानक" की जगह "वैज्ञानिक" पढ़ें।

(vii) पृष्ठ ३०२, पंक्ति १३ पर "बिठई" की जगह "बिठाई" पढ़ें।

(viii) पृष्ठ ३०२, पंक्ति २३ पर "।" की जगह "?" पढ़ें।

(ix) पृष्ठ ३०३, पंक्ति २९ पर "रिकमडेशन्स" की जगह "रिकमेंडेशन्स" पढ़ें।

4. No. 14, dated the 21st February, 1950,—

(i) पृष्ठ ३६०, पंक्ति ३१ पर "कोर्टस" की जगह "कोर्ट्स" पढ़ें।

(ii) पृष्ठ ३७१, पंक्ति २४ पर "उसस" की जगह "उससे" पढ़ें।

5. No. 16, dated the 23rd February, 1950,—

(i) पृष्ठ ४२८, पंक्ति २ पर "पढ़ा" की जगह "पढ़ा" पढ़ें।

(ii) पृष्ठ ४२८, पंक्ति १० पर "भाजीं" की जगह "भाजी" पढ़ें।

(iii) पृष्ठ ४२८, पंक्ति ११ पर " बक्त " की जगह " वक्त " पढ़ें।

(iv) पृष्ठ ४२८, पंक्ति नीचे से ऊपर को ९ पर " राशन का " की जगह " राशन कार्ड " पढ़ें।

(v) पृष्ठ ४३१, पंक्ति १४ पर " बड़ढी " की जगह " कुड्ढी " पढ़ें।

6. No. 17, dated the 24th February, 1950,—

पृष्ठ ४७१, पंक्ति नीचे से ऊपर को ११ " यूनीवर्सिट " की जगह " यूनिवर्सिटी " पढ़ें।

7. No. 20, dated the 1st March, 1950,—

पृष्ठ ५६०, पंक्ति १९ पर " सर्विसेज " की जगह " सर्विसेज " पढ़ें।

8. No. 23, dated the 7th March, 1950,—

पृष्ठ ६४८, पंक्ति २३ पर " गवर्नमट " की जगह " गवर्नमेंट " पढ़ें।

9. No. 26, dated the 10th March, 1950,—

पृष्ठ ७२७, पंक्ति नीचे से ऊपर को ५ पर " उन ो " की जगह " उनको " पढ़ें।

In Volume II,—

10. No. 2, dated the 15th March, 1950,—

(i) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ८ पर " गेविन्ददास " की जगह " गोविन्द दास " पढ़ें।

(ii) पृष्ठ ८४०, पंक्ति नीचे से ऊपर की ओर ७ पर " गार्डस " की जगह " गार्ड्स " पढ़ें।

(iii) पृष्ठ ८४४, पंक्ति २० पर " नहीं " की जगह " न ही " पढ़ें।

11. No. 6, dated the 21st March, 1950,—

(i) पृष्ठ ९५०, पंक्ति नीचे से ऊपर ४ पर " ट्रेंड " की जगह " ट्रेड " पढ़ें।

(ii) पृष्ठ ९६८, पंक्ति १८ पर " ीडिंग रोड " की जगह " रीडिंग रोड " पढ़ें।

12. No. 15, dated the 3rd April 1950,—

पृष्ठ १२६५, पंक्ति ३ पर " है " की जगह " है " पढ़ें।

13. No. 17, dated the 5th April, 1950,—

पृष्ठ १३३२, पंक्ति २६ पर " बहत " की जगह " बहुत " पढ़ें।

14. No. 18, dated the 6th April, 1950,—

पृष्ठ १३५३, पंक्ति २२ पर " जितनात " की जगह " जितना " पढ़ें।

15. No. 24, dated the 15th April, 1950,—

(i) पृष्ठ १५४३, पंक्ति नीचे से ऊपर ५ पर " ओर " की जगह " और " पढ़ें।

(ii) पृष्ठ १५४७, पंक्ति १९ पर " अनुसन्धान " की जगह " अनुसंधान " पढ़ें।

16. No. 25, dated the 17th April, 1950,—

(i) पृष्ठ १५७२, पंक्ति ४ पर " जेंक " की जगह " जोंक " पढ़ें।

(ii) पृष्ठ १५७२, पंक्ति ५ पर " याजना " की जगह " योजना " पढ़ें।

In Volume III,—

17. No. 1, dated the 18th April, 1950,—

पृष्ठ १६१६, पंक्ति १० पर " करें " की जगह " करेंगे " पढ़ें।

In Volume I—

1. No. 7, dated the 9th February, 1950.

صفحہ ۱۵۷ - نیچے سے سطر ۱۱ - "مانی" کے بجائے "مانیہ" پڑھیں -

2. No. 9, dated the 13th February, 1950.

(۱) صفحہ ۲۱۰ - نیچے سے سطر ۴ - "آف" کے بجائے "ایف" پڑھیں -
(۲) صفحہ ۲۱۱ - سطر ۱۱ - "ارو" کے بجائے "اور" پڑھیں -

3. No. 12, dated the 17th February, 1950.

صفحہ ۳۱۲ - سطر ۱۶ - "انہ" کے بجائے "الہ" پڑھیں -

4. No. 14, dated the 21st February, 1950.

(۱) صفحہ ۳۷۷ - نیچے سے سطر ۱۶ - "الٹھی" کے بجائے "اکٹھی" پڑھیں -
(۲) صفحہ ۳۷۸ - سطر ۱۱ - "تسم" کے بجائے "تمام" پڑھیں -

5. No. 17, dated the 24th February, 1950.

(۱) صفحہ ۴۶۵ - سطر ۲۰ - "کہ" کے بجائے "کا" پڑھیں -
(۲) صفحہ ۴۶۷ - نیچے سے سطر ۴ - "مولاما" کے بجائے "مولانا" پڑھیں -
(۳) صفحہ ۴۷۶ - نیچے سے سطر ۳ - "اللا" کے بجائے "اللہ" پڑھیں -

6. No. 20, dated the 1st March, 1950.

(۱) صفحہ ۵۵۴ نیچے سے سطر ۱۷ - "ارادہ" کے بجائے "آزاد" پڑھیں -
(۲) صفحہ ۵۶۳ - سطر ۱ - "ضروری" کے بجائے "ضروری" پڑھیں -

7. No. 21, dated the 2nd March, 1950.

صفحہ ۵۸۷ - سطر ۱۸ - "ہوتے" کے بجائے "ہونے" پڑھیں -

8. No. 23, dated the 7th March, 1950.

(۱) صفحہ ۶۳۱ - سطر ۱۷ - "مریکہ" کے بجائے "امریکہ" پڑھیں -
(۲) صفحہ ۶۴۷ - نیچے سے سطر ۴ - "سے" کے بجائے "سب" پڑھیں -
(۳) صفحہ ۶۴۷ - نیچے سے سطر ۷ - "دیجانی" کے بجائے "دیجاتی" پڑھیں -

9. No. 26, dated the 10th March, 1950.

(۱) صفحہ ۷۲۵ - سطر ۷ - "شمجھی" کے بجائے "سمجھی" پڑھیں -
(۲) صفحہ ۷۲۵ - سطر ۸ - "پیکلک" کے بجائے "پیکلنگ" پڑھیں -
(۳) صفحہ ۷۲۷ - سطر ۵ - "جی - ایس - مسافر" کے بجائے "گیانی جی - ایس - مسافر" پڑھیں -
(۴) صفحہ ۷۲۷ - سطر ۱۰ - "رقسم" کے بجائے "رقم" پڑھیں -
(۵) صفحہ ۷۲۸ - سطر ۲ - "پھی" کے بجائے "بھی" پڑھیں -
(۶) صفحہ ۷۲۸ - نیچے سے سطر ۱۵ - "اللا" کے بجائے "اللہ" پڑھیں -
(۷) صفحہ ۷۲۸ - نیچے سے سطر ۱۵ - "کرے" کے بجائے "کرنے" پڑھیں -
(۸) صفحہ ۷۳۰ - نیچے سے سطر ۶ - "ساھتئے" کے بجائے "ساھتیہ" پڑھیں -
(۹) صفحہ ۷۳۰ - نیچے سے سطر ۷ - "نوکریوی" کے بجائے "نوکریوں" پڑھیں -
(۱۰) صفحہ ۷۳۰ نیچے سے سطر ۱۲ - "بادے" کے بجائے "بارے" پڑھیں -
(۱۱) صفحہ ۷۳۵ - نیچے سے سطر ۱۰ - "افرار" کے بجائے "افراد" پڑھیں -
(۱۲) صفحہ ۷۳۵ - نیچے سے سطر ۱۴ - "گوا" کے بجائے "گولا" پڑھیں -

10. No. 27, dated the 11th March, 1950.

صفحہ ۷۵۱ - نیچے سے سطر ۳ - "اور وہ" کے بجائے "اور وہ" پڑھیں -

In Volume II—

1. No. 2, dated the 15th March, 1950.

(۱) صفحہ ۸۵۳ - نیچے سے سطر ۹ - "۴۰" کے بجائے "۴۰" پڑھیں -

(۲) صفحہ ۷۵۴ - سطر ۱۶ - "پڑھلے" کے بجائے "بڑھلے" پڑھیں -

2. No. 5, dated the 20th March, 1950.

صفحہ ۹۳۹ -نیچے سے سطر ۳ - "آراد" کے بجائے "آزاد" پڑھیں -

3. No. 11, dated the 29th March, 1950.

(۱) صفحہ ۱۱۰۷ نیچے سے سطر ۳ - "بوتیر" کے بجائے "بوتیز" پڑھیں -

(۲) صفحہ ۱۱۱۵ - سطر ۱ - "رنگناھن" کے بجائے "رنگناتھن؟" پڑھیں -

(۳) صفحہ ۱۱۳۰ - نیچے سے سطر ۱۳ - "آرگیانائز" کے بجائے "آرگنائز" پڑھیں -

4. No. 20, dated the 10th April, 1950.

(۱) صفحہ ۱۴۰۸ - سطر ۱۸ - "رکھ دیہ" کے بجائے "رکھ دیا" پڑھیں -

(۲) صفحہ ۱۴۲۲ - سطر ۱۱ - "مدر" کے بجائے "مدد" پڑھیں -

5. No. 23, dated the 14th April, 1950.

(۱) صفحہ ۱۵۰۰ - نیچے سے سطر ۱۲ - "ھاوس" کے بجائے "ھاؤس" پڑھیں -

(۲) صفحہ ۱۵۱۲ - سطر ۷ - "مولاسا" کے بجائے "مولانا" پڑھیں -

(۳) صفحہ ۱۵۱۲ - نیچے سے سطر ۴ - "کرن" کے بجائے "کرکے" پڑھیں -

(۴) صفحہ ۱۵۱۶ - سطر ۴ - "فورا" کے بجائے "فوراً" پڑھیں -

(۵) صفحہ ۱۵۱۶ - نیچے سے سطر ۱۲ - "۷۷۱۰" کے بجائے "۷۷۲۰" پڑھیں -

(۶) صفحہ ۱۵۱۸ - سطر ۳ - "دلاونگا" کے بجائے "دلاؤنگا" پڑھیں -

(۷) صفحہ ۱۵۲۵ - نیچے سے سطر ۲ - "۱۹۴۱ء" کے بجائے "۱۹۴۹ء" پڑھیں -

6. No. 24, dated the 15th April, 1950.

(۱) صفحہ ۱۵۴۷ - سطر ۶ - "اللا" کے بجائے "اللہ" پڑھیں -

(۲) صفحہ ۱۵۴۹ - سطر ۴ - "اللا" کے بجائے "اللہ" پڑھیں -

In Volume III—

1. No. 1, dated the 18th April, 1950.

(۱) صفحہ ۱۶۰۸ - سطر ۱۲ - "ازاد" کے بجائے "آزاد" پڑھیں -

(۲) صفحہ ۱۶۰۸ - نیچے سے سطر ۹ - "زپورٹ" کے بجائے "رپورٹ" پڑھیں -

(۳) صفحہ ۱۶۰۹ - سطر ۹ - "آزا" کے بجائے "آزاد" پڑھیں -

(۴) صفحہ ۱۶۱۵ - سطر ۱ - "ایھں" کے بجائے "ایس" پڑھیں -

(۵) صفحہ ۱۶۱۶ - نیچے سے سطر ۱۹ - "انڈسٹریل" کے بجائے "انڈسٹریل" پڑھیں -

(۶) صفحہ ۱۶۰۱ - سطر ۷ - "لے" کے بجائے "کے" پڑھیں -

(۷) صفحہ ۱۶۲۱ - نیچے سے سطر ۱۷ - "تیو" کے بجائے "تہار" پڑھیں -

(۸) صفحہ ۱۶۲۲ - سطر ۱۲ - "م" کے بجائے "ھم" پڑھیں -

(۹) صفحہ ۱۶۲۲ - سطر ۱۳ - "نفریلس" کے بجائے "کانفریلس" پڑھیں -

(۱۰) صفحہ ۱۶۲۵ - نیچے سے سطر ۱۲ - "درایہ" کے بجائے "درامد" پڑھیں -

PARLIAMENTARY DEBATES

(PART I—QUESTIONS AND ANSWERS)

Thursday, 23rd February, 1950.

The House met at a Quater to Eleven of the Clock

[MR. SPEAKER *in the Chair.*]

ORAL ANSWERS TO QUESTIONS

STEEL COACHES FOR THE KUNDLA DEESA RAILWAY

*456. **Shri Sidhva:** (a) Will the Minister of **Railway** be pleased to state whether an order has been placed with a foreign firm for the supply of steel coaches for the new Kundla Deesa Railway?

(b) If so, what is the number of coaches, what is the total value and what is the duration of period for the supply?

(c) Has the survey of this line been completed and when is the construction work to start?

The Minister of Transport and Railways (Shri Gopalaswami): (a) The reply is in the negative.

(b) Does not arise.

(c) The survey of this line has been completed and the work on the construction is already in hand.

Shri Sidhva: Sir, the hon. Minister said in reply to (a), No. May I know whether any order has been placed with any foreign firm for steel coaches? May I know whether it is a fact?

Shri Gopalaswami: I should have thought the hon. Member had followed the speech I made on the Budget. I have given particulars there of what has been done in regard to steel coaches.

Shri Sidhva: He has not mentioned in his Budget speech in what countries and at what price.

Mr. Speaker: The hon. Member's question is restricted to the Kundla-Deesa Railway.

Shri Sidhva: They may not have been ordered for the Kundla-Deesa Railway, but may I know whether any steel coaches have been ordered from any foreign country for use in any of the Indian Railways?

Mr. Speaker: The hon. Minister can reply, if he has the information available.

Shri Gopalaswami: As part of the arrangement with a Swiss firm for technical aid for our coach-building factory, we have agreed to place an order for 50 all steel coaches with them per annum for four years

Shri Sidhva: Sir, May I know the rate at which these coaches are to be supplied and whether any efforts were made to inquire whether any firm in India was prepared to manufacture such coaches?

Shri Gopalaswami: That question does not arise because, as I said, this order was part of the consideration for our getting technical aid from them.

श्री भट्ट : क्या माननीय मंत्री जी बतलायेंगे कि इस कंडला डीसा रेलवे की सरवे में कितना महीने लगेंगे ?

Shri Bhatt: Will the hon. Minister please state how many months will be required for the Kundla Deesa Railway?

Shri Gopalaswami (*Answer in Tamil*): As I could not follow what the hon. Member said I am unable to give a reply.

Shri Tyagi: I was not able to follow that reply.

Mr. Speaker: He asked "what was the time taken for the survey of this particular railway."

Shri Gopalaswami: I am afraid, Sir, I am not in possession of that information.

Shri Dholakia: May I know when this railway will be completed?

Shri Gopalaswami: By 1952, I suppose.

Shri Joachim Alva: May I know whether any specimens of coaches made in the Skoda Factory were called for?

Shri Gopalaswami: No, so far as I know.

Shri Sidhva: Is it a fact that the General Manager of the G.I.P. Railway or the B.B. & C.I. Railway made a statement to the press and to the public that an order for these steel coaches have been placed for four years? If that is so, may I know what is the total quantity for four years which has been ordered from this firm?

Shri Gopalaswami: 4×50, *i.e.* 200.

Shri Sidhva: If an order has been placed for 200 coaches, may I know whether any quotations were invited for the supply of these?

Mr. Speaker: The hon. Member is repeating the same question. He has already told the House that this is not an independent order but is a consideration for giving us technical aid.

Shri Munavalli: What is the total mileage of the Kundla-Deesa line that is to be constructed?

Shri Gopalaswami: 175 miles.

MEASURES FOR THE SAFETY OF AIR PASSENGERS

*457. **Shri Sidhva:** (a) Will the Minister of **Communications** be pleased to state whether periodical tests are being carried out of all Dakota and other planes running on various routes in India and if so, by whom and at what intervals?

(b) Have Government adopted any measures for the safety of passengers as a result of the disclosures made in the report on the accident to a Dakota on the 27th December 1947 and if so, what are they?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) Yes, Sir. All aircraft running on various routes in India are maintained, inspected and certified airworthy by the licenced engineering staff of the airline concerned under the general supervision of the technical officers of the Civil Aviation Department at intervals, varying with types of aircraft, of about 25,50,75 and 100 hours of flying. Further, all aircraft operating scheduled services are given a pre-flight inspection and are certified daily by the licensed engineer of the airline.

(b) The specific measure recommended in the report, namely that Air India should have a licensed aircraft engineer at Karachi, was in fact taken in February, 1948, even before the report was issued. Such an engineer can, by refusing to sign the daily certificate of safety, required under the Indian Aircraft Rules, prevent an aircraft of his Company from taking off, if he considers the aircraft is not fully serviceable.

Shri Kamath: Is care taken to see that no aircraft on the scheduled services takes off without a certificate of safety and airworthiness?

Shri Khurshed Lal: That is what I said just now. It is done before every flight.

Shri Syamnandan Sahaya: As a measure of safety in case of forced landing, do Government propose to take over the maintenance of all landing grounds that were used during the war?

Shri Khurshed Lal: Many of those landing grounds are not usable even in cases of emergency.

Shri Kamath: Have all the safety devices that have been introduced in the United Kingdom by the Air Ministry been introduced on Dakotas here?

Shri Khurshed Lal: I cannot answer it straightaway.

Shri Gautam: The Minister replied that an airworthiness certificate is taken before every flight. Is it a fact?

Shri Khurshed Lal: That is what I said "All aircraft running on various routes in India are maintained, inspected and certified airworthy by the licensed engineering staff of the airline concerned under the general supervision of the technical officers of the Civil Aviation Department."

Shri Hanumanthaiya: Has any complaint been received that periodical tests have not been done and safety measures have not been taken?

Shri Khurshed Lal: None.

Delhi Flying Club

*458. **Shri Sidhva:** (a) Will the Minister of **Communications** be pleased to state whether the Delhi Flying Club is likely to close down?

(b) If so, what is the reason and will any substitute be opened?

(c) What is the amount of grant given to this club?

(d) What is its income and expenditure?

(e) How many students have taken air training during each of the last three years?

(f) How many have got the licence after completing full training?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) The Club has suffered loss; the Government is not aware of any proposal to close it down.

(b) Does not arise.

(c) The scales of subsidies granted by the Central Government to the Delhi Flying Club in common with other subsidised clubs in India was laid on the Table in reply to Shri Amiyo Kumar Ghosh's starred question No. 740 on 28th February, 1949. For the year 1948-49 the Delhi Flying Club according to those scales was paid a sum of Rs. 1,01,607. In addition in order to tide over its difficulties the Delhi Flying Club in that year was paid a special grant of Rs. 20,000 and a loan of Rs. 40,000. I may add here that flying clubs are autonomous bodies and the Government are not responsible for their finances. They are responsible for the management of their affairs and it is up to them to increase their income by having additional members and additional flying. The Government, of course, renders them such assistance as it is possible for it for the encouragement of flying. The Delhi Flying Club have not approached the Government for any additional grant for the year 1949-50. If and when such a request is received it will be considered on its merits having regard to the finances of the Government.

(d) The income and expenditure of the Club for the current financial year are estimated at Rs. 2 lakhs and Rs. 2·5 lakhs respectively.

(e) 118 during 1947, 89 during 1948 and 83 during 1949.

(f) 32 during 1947, 24 during 1948 and 28 during 1949.

Shri Sidhva: May I know, Sir, whether it is a fact that the other Flying Clubs get more grants than the Delhi Flying Club?

Shri Khurshed Lal: The Government of India gives grants to the Delhi Flying Club on the same rules and conditions as to the other Flying Clubs.

Shri Sidhva: May I know, Sir, in reference to the reply to (e), whether any students who applied for training have been refused for want of accommodation and, if so what arrangement do Government propose to take to see that training is given to all those students who apply for it?

Shri Khurshed Lal: Government are giving assistance in accordance with certain rules for the provision of accommodation to all flying clubs.

Shri Sidhva: May I know whether any student has been refused admission?

The Minister of Communications (Shri Kidwai): A Club can undertake training only up to its capacity.

Shri Sidhva: What is the capacity?

Shri Kidwai: So far as the Government is concerned, there is no limit. They give a grant for every person trained.

Sardar B. S. Man: May I know whether full facilities were given to this Club for the purchase of spare parts? If not, are there any machines which cannot be maintained for lack of spare parts?

Shri Khurshed Lal: If my hon. friend looks to the Schedule, he will find that we pay according to the number of hours trained and so far as the spare parts for the machines in the club are concerned, I would require notice.

Sardar B. S. Man: I want to know whether full facilities for the purchase of spare parts to the full quantity were given to the Club.

Mr. Speaker: The hon. Minister has already stated that he requires notice of that question.

Sardar B. S. Man: May I know, Sir, whether this Rs. 80,000 which was paid by way of grant was paid irrespective of the trainees trained in a particular club?

Shri Khurshed Lal: This is paid to every club.

Shri R. K. Chaudhuri: Is it a fact, Sir, that of late accidents to the pilots learning in the flying club have been more frequent in this Club?

Shri Khurshed Lal: Not that I know of.

Sardar B. S. Man: Arising out of part (e), how many B class pilots have been trained by this Club and how many of those trained pilots have eventually been absorbed in the services?

Shri Khurshed Lal: I require notice of that question.

RAILWAY FREIGHT CHARGES ON BANANAS, POTATOES AND VEGETABLES

*459. **Seth Govind Das:** Will the Minister of **Railways** be pleased to state:

(a) whether Government are aware that the freight charges on bananas, potatoes and other vegetables is very high;

(b) whether it is a fact that the Prime Minister has suggested increased consumption of substitute food like potatoes, sweet potatoes and bananas; and

(c) if the reply to parts (a) and (b) above be in the affirmative, whether Government propose to consider the advisability of charging only nominal rates of freight to save consumption of cereals in big cities and towns?

The Minister of State for Transport and Railways (Shri Santhanam): (a) No. Government do not consider that the freight charges on bananas, potatoes and other vegetables are very high. Fresh fruits including bananas are charged at rates which are equivalent to one-fourth the ordinary parcels rates and vegetables including potatoes at rates equivalent to half the ordinary parcels rates when booked by passenger or parcels trains. For carriage by goods trains, a telescopic wagon load scale rate is provided for both fresh fruits and vegetables. The basis of this telescopic wagon rate varies from 0·43 to 0·21 pie per maund per mile according to distance.

(b) Yes.

(c) Reply to part (a) is in the negative. Government do not contemplate any change in the present freight rates on fresh fruits and vegetables.

सेठ गोविन्द दास : क्या अलग अलग लाइनों पर यह रैट अलग अलग तरह का है या सब लाइन्स पर एक ही तरह का है ?

Seth Govind Das: Is this rate different for different lines or uniform for all?

Shri Santhanam: Sir, from 1st June rates have been made uniform throughout the Indian Railway system.

श्री भट्ट : क्या माननीय मंत्री को यह मालूम है कि बम्बई में कई दिनों तक केला वैगन न मिलने के कारण पड़ा रहा था ?

Shri Bhatt: Is it known to the hon. Minister that in Bombay bananas kept lying for days together on account of non-availability of wagons?

Prof. K. T. Shah: May I ask if any refrigeration arrangements are provided on the railways for carrying perishable goods like fruits?

Shri Santhanam: Some arrangements are made from Amritsar. I would like to have notice for giving more details.

सेठ गोविन्द दास : क्या यह बात सच नहीं है कि कई जगहों पर फल और साग भाजी लाद दी जाती है और रास्ते में पड़े रहने की वजह से नुकसान हो जाता है और ठीक बक्त पर नहीं पहुंचता ?

Seth Govind Das: Is it not a fact, Sir, that the transport of these vegetables and fruits sometimes take such a long time that the goods are destroyed on the way?

श्री सन्थानम : आजकल नहीं ।

Shri Santhanam: No longer now.

PEOPLE AND AREA UNDER FOOD RATION

*460. **Seth Govind Das:** Will the Minister of **Food** be pleased to state:

(a) the number of people receiving rations in the rationed area; and

(b) is any proposal under consideration for variation of the area under food ration?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) The total number of people under one form of rationing or other at the end of 1949 was about 112 millions.

(b) There is no such proposal before Government.

Prof. Ranga: Is any attempt being made to restrict the number of people who are under ration to the big cities and towns in deficit areas?

Shri Jairamdas Doulatram: So far as I know, there is no such proposal from any Provincial Government.

सेठ गोविन्द दास : क्या यह बात सच नहीं है कि कई जगहों पर राशन का बहुत ज्यादा बांट दिये गये हैं जितने कि वहां पर आदमी नहीं रहते । और कई जगहों पर जहां ज्यादा आदमी रहते हैं वहां पर राशन कार्ड कम बांटे गये हैं ।

Seth Govind Das: Is it not a fact that in certain places ration cards have been issued very much in excess of the population whereas in other places the number of ration cards issued is smaller than the number of people living?

Shri Jairamdas Doulatram: There are cases of the first type but not so far as I know of the second type and if my attention is drawn to specific instances I will go into the matter.

सेठ गोविन्द दास : जहां तक पहले मामले का सम्बन्ध है, क्या गवर्नमेंट इस मामले में कोई जानकारी प्राप्त कर रही है ?

Seth Govind Das: Is the Government making any investigation into cases of the first type?

Shri Jairamdas Doulatram: Steps are being taken in all the Provinces to reduce the number of bogus cards and I believe in Delhi 1½ lakhs cards have been cancelled.

Shri Rudrappa: What is the maximum and minimum rations that have been allotted to each province, per head, per day?

Shri Jairamdas Doulatram: I think it is almost everywhere 12 ounces.

Shri Tyagi: Is it a fact that some State Governments requested the Central Government to permit them to de-ration some of the towns and the Central Government refused to give them the permission?

Shri Jairamdas Doulatram: There has been no such refusal to proposals which have come from the State Governments. As a matter of fact in the case of Saurashtra, we allowed them to de-ration three towns.

Shri Tyagi: May I know, what is the policy of the Central Government with regard to de-rationing of towns.

Mr. Speaker: It will be a long statement of policy.

Shri A. P. Jain: What powers do the Central Government possess to bring about uniformity in rationing in the various states and towns?

Shri Jairamdas Doulatram: We usually leave it to the State Governments to see that the largest number of people are under rations, subject to the availability of local foodgrains and what help we can give from the Centre.

Shri Rathnaswamy: May I know if the Government has any proposal to raise the rations of workers in the factories and other manual workers.

Shri Jairamdas Doulatram: We give an extra 4 ounces, I think, in the case of these workers who have to do hard manual work.

Shri Sivaprakasam: May I know whether there is any variation in the quantity of ration supplied to agricultural labourers and others?

Shri Jairamdas Doulatram: I do not think any special distinction is made between agricultural and industrial labourers.

Prof. Ranga: Are the Provincial Governments free to de-ration in any of the towns when they wish to do so?

Shri Jairamdas Doulatram: The present policy of the Government is to see that the largest number of the people get the benefit of the controlled price of food. Therefore we are not asking the Provincial Governments to reduce their commitments.

Prof. Ranga: Are they free?

Shri Jairamdas Doulatram: They will not be free because they will have to consult the Central Government. After all the overall policy has to be laid down by the Central Government from the national point of view. They will have to consult us.

HALDIBARI—SILIGURI SECTION OF INDIAN RAILWAYS

*461. **Shri A. B. Gurung:** (a) Will the Minister of **Railways** be pleased to refer to the reply to starred question No. 438 asked by Pandit Mukut Bihari Lal Bhargava on the 8th December, 1949, and state what is the probable date when Government propose to assume control and superintendence over Haldibari—Siliguri Section of Indian Railways, which is being controlled by Pakistan?

(b) Do Government purpose to substitute metre gauge line for the existing line in this area?

The Minister of Transport and Railways (Shri Gopalaswami): (a) and (b). The section between Haldibari and Siliguri has already been taken over and converted into metre gauge.

Shri A. B. Gurung: May I know, Sir, whether the Government is aware that through passenger trains running from Assam coming to Siliguri and to Bengal are so crowded that the passengers who usually board the train from Darjeeling, Bhutan, Cooch-Behar are left behind at Siliguri?

Shri Gopalaswami: I am not aware of but I am prepared to accept the hon. Member's statement.

Shri Chattopadhyay: What is the present position of the employees who worked under the Pakistan Government when that line was under the management of Pakistan?

Shri Gopalaswami: Such of them who belong to Pakistan had gone back.

Shri A. B. Gurung: May I ask whether the Government is aware that oranges which used to come from Siliguri to Calcutta are now being taken by air?

Shri Gopalaswami: Yes.

GOSHALAS

*462. **Shri Barman:** (a) Will the Minister of **Agriculture** be pleased to state what is the total number of *Goshalas* in India?

(b) What was the total number of cattle in *Goshalas* in 1949?

(c) To what extent the Central Goshala Development Board has improved the *Goshalas*?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) About 3,000.

(b) About 6,00,000.

The Central *Goshala* Development Board has only recently been constituted. Nominations of the Provincial Governments and Provincial *Goshala* Federations as to their representatives on the Board have been received. The first meeting is being called on the 5th March 1950 when it is proposed to review the progress of the working of the *Goshala* Development Schemes in the Provinces and to plan the work for the next year.

Shri Barman: Since the formation of this Central Development Board have any Federations been formed?

Shri Jairamdas Doulatram: I am not aware of any new Federations having been formed since the Board was constituted.

Shri Barman: Have the Board since then evolved any co-ordinated development plan?

Shri Jairamdas Doulatram: This will be done at the next meeting which is to be held in a few days. At present there are some federal organizations in Madhya Pradesh, U.P., Ajmer, Bengal, Bombay, Punjab, Orissa and Bihar. This question will be considered at the next meeting.

Shri Zangre: May I know what is the total number of cattle in the *Goshalas* in Madhya Pradesh? What is the total number of *Goshalas* in Madhya Pradesh?

Shri Jairamdas Doulatram: I would require notice.

ठाकुर कृष्ण सिंह : क्या यह बात ठीक है या नहीं कि इन गोशालाओं में बड्ढी गायें रखी गयी हैं और इन गोशालाओं में जो तरीके इस्तेमाल किये जा रहे हैं वे वर्तमान वैज्ञानिक तरीके नहीं हैं बल्कि पुराने तरीकों से गोशालायें चलाई जा रही हैं ?

Thakur Krishna Singh: Is it or is it not correct that old cows are kept in these *Goshalas* and that the methods used in these *Goshalas* are not the modern scientific methods but that, on the other hand, they are being run on the old lines?

Shri Jairamdas Doulatram: I think that is true only in the case of some *Goshalas*. Nevertheless the organizations are taking care to see that useful cattle are kept there.

सेठ गोविन्द दास : क्या इस बात का प्रबन्ध हो रहा है कि जो बेकाम और बुड्ढे पशु हैं उनके लिये गोसदन बनाये जांय और इन गोशालाओं में अच्छे पशु रखे जांय ?

Seth Govind Das: Are arrangements being made to ensure that *Gosadans* are established for old and useless cattle and good cattle kept in these *Goshalas*?

श्री जयरामदास दौलतराम : यह स्कीम तो है । लेकिन इसका चलाना स्टेट गवर्नमेंट्स के ऊपर है कि वह इसको कहां तक चला सकती हैं ।

Shri Jairamdas Doulatram: This scheme is there but it is for the State Governments to see how far they can work it.

सेठ गोविन्द दास : जहां तक दिल्ली और आसपास के स्थानों का सम्बन्ध है वहां तक इस सम्बन्ध में केन्द्रीय सरकार क्या कर रही है ?

Seth Govind Das: What is the Central Government doing in this connection so far as Delhi and the neighbouring areas are concerned?

श्री जयरामदास दौलतराम : अगर कोई स्कीम होगी तो उस पर विचार किया जायगा ।

Shri Jairamdas Doulatram: If any scheme is brought forward it will be considered.

DESPATCH OF SWEET POTATO WAGONS TO WRONG DESTINATION

*465. **Dr. M. M. Das:** (a) Will the Minister of **Railways** be pleased to state if it is a fact that two wagons of sweet potatoes were booked for Delhi from Bihar but were wrongly sent by the Railway to Modinagar where the whole stuff became decomposed and unfit for human consumption?

(b) If so, has the case been investigated?

(c) If so, what are the results of investigation?

The Minister of State for Transport and Railways (Shri Santhanam): (a) Government are aware of one such wagon of sweet potatoes which became decomposed and unfit for human consumption. It was booked from Darbhanga to Modinagar and not to Delhi.

(b) Yes.

(c) The investigation has revealed negligence in respect of the routing and handling of the consignment resulting in its total loss due to deterioration and the consequential payment of a claim for Rs. 5,354/3/-.

May I add that the second wagon was duly delivered at the destination.

Dr. M. M. Das: May I know whether it was booked for Modinagar and not to Delhi?

Shri Santhanam: My information is that it was booked for Modinagar.

Dr. M. M. Das: May I know the date on which investigation began?

Shri Santhanam: I have got the dates of the travel of this wagon but I have not got the date on which investigation began.

Dr. M. M. Das: What action was taken as a result of the investigation?

Shri Santhanam: As a result of the investigation two Chief Controllers have been warned, one train clerk's increment has been stopped for six months. One train clerk has been given severe censure and one transhipment clerk's increment has been stopped for six months.

Dr. M. M. Das: May I know whether the Food Ministry has lodged a complaint against the Railways?

Shri Santhanam: As the claim has been paid, I have not got all particulars.

Sardar B. S. Man: The second wagon which was delivered, was it in a decomposed state?

Shri Santhanam: It was in a fully proper state and did not entail any claim.

LINSEED FIBRE

*466. **Shri B. K. Das:** Will the Minister of **Agriculture** be pleased to state:

(a) whether it is a fact that the linseed fibre has been found suitable for mixing with jute for making sacks;

(b) if the answer to part (a) above be in the affirmative, whether any steps have been taken to extract the fibre in large quantities; and

(c) whether any jute mills have brought the fibre into use and if so, to what extent and with what results?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) Yes.

(b) The experiments on the feasibility of mixing linseed fibre with jute for manufacture of sacking have just been concluded. The technical results are satisfactory and a party of officers is touring the country to investigate the quantity of the fibre available and the process and cost of its extraction on a large scale. Action will be taken as soon as these investigations are completed.

(c) Not so far. This must follow the investigation referred to above.

Shri B. K. Das: Are windrum machines used for separating the fibre?

Shri Jairamdas Doulatram: They also will be tried.

Shri B. K. Das: Are there sufficient number of machines for this purpose?

Shri Jairamdas Doulatram: I am not aware. I will require notice of that.

Development of Dum Dum, Santa Cruz and Palam as International Air Ports

***467. Pandit M. B. Bhargava:** (a) Will the Minister of **Communications** be pleased to state what further progress has been made towards the development of Dum Dum, Santa Cruz and Palam as the International Air Ports in India since February, 1949?

(b) What improvements have been effected in this direction and at what cost?

(c) What amount was originally intended to be spent on the development projects of these aerodromes?

(d) What amount has been actually spent and how the economy drive of the Government of India has affected these schemes?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) and (b). A statement giving details, including costs, of the development works which were in progress on the 1st February 1949 or were undertaken after that date at Santa Cruz, Dum Dum and Palam is laid on the Table of the House. (See *Appendix III, Annexure No. 7.*)

(c) The estimated cost of the development projects at Santa Cruz, Dum Dum and Palam as envisaged in the ten year programme of Civil Aviation Capital Works prepared by the Civil Aviation Department is Rs. 5,53,84,664, Rs. 3,95,06,590 and Rs. 3,34,53,888 respectively.

(d) The amounts spent on the development of Santa Cruz, Dum Dum and Palam airports up to the 31st December 1949 are Rs. 39,28,211, Rs. 29,62,667 and Rs. 3,30,000 respectively. The recent economy drive has adversely effected the development projects at these airports. It will not be possible to undertake any new major works at these airports during the next year. The construction of permanent staff quarters at these aerodromes, lengthening and strengthening of the runway at Santa Cruz, provision of High Intensity runway and approach lighting at Santa Cruz and Palam, provision of permanent terminal buildings at Santa Cruz and the installation of Instrument Landing System at Santa Cruz and Dum Dum are some of the important works which will have to be abandoned or postponed now.

Shri Kamath: What amount has been spent on the development of the Sonegaon aerodrome at Nagpur in view of its importance after the "inauguration of the night air mail scheme?

Shri Khurshed Lal: Does it arise out of this question?

Shri Kamath: It arises indirectly.

Mr. Speaker: Order, order.

IMPORT OF FOOD GRAINS

*468. **Shri Kamath:** Will the Minister of **Food** be pleased to state:

(a) whether it is a fact that in pursuance of the drive for self-sufficiency in food, imports of food grains during the next year have been reduced; and

(b) if so, to what extent?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) Yes.

(b) The present programme is to import only 1·5 million tons of food grains in 1950 as against 3·7 million tons in 1949.

Shri Kamath: Has the target date or dead-line for the attainment of self-sufficiency in food been finalized?

Shri Jairamdas Doulatram: It stands as it was.

Shri Kamath: What is the date?

Shri Jairamdas Doulatram: The end of 1951.

Shri Kamath: Or is it March 1952?

Shri Jairamdas Doulatram: We shall harvest the *rabi* crop of 1951 in 1952.

Shri Kamath: What is the basis of ration of food grains *per capita* for calculating self-sufficiency in food?

Shri Jairamdas Doulatram: There is no accurate basis for calculating. It is a rough estimate of the quantity consumed, at the rate of 1 lb. for rural population and 12 ozs. for urban population.

Shri Kamath: What is the total amount of food crop that would be lost by the diversion of certain land from food crop to money crop?

Shri Jairamdas Doulatram: The present proposal so far as West Bengal is concerned would mean the diversion of about four lakhs acres from food grains to jute and that might mean probably about 1-1/8 lakhs tons of food.

Shri Shiva Rao: May I know whether in view of the assurances given by Shri R. K. Patil of increased allocation from the Centre to the deficit regions like Madras, the hon. Minister is contemplating to revise either our import programme or our procurement from surplus regions?

Shri Jairamdas Doulatram: The discussions with regard to Madras and Bombay are likely to be concluded in the course of the next few days. As a matter of fact the Madras officials are with us to-day. We will try to maximise procurement and try to meet the requirements locally. If at the same time Madras or any other area's situation require a little change in the import programme, that will become unavoidable.

Shrimati Velayudhan: To what extent has the drive for self-sufficiency in food been helped by the "Miss-a-Meal" campaign?

Mr. Speaker: It is a matter of opinion.

Shri A. P. Jain: What was the total amount of grain procured last year and what is the estimated total amount of grain proposed to be procured next year?

Shri Jairamdas Doulatram: Last year the States collected about 44 lakh tons: this year they have put up before us estimates for collecting 50 lakh tons. Our proposals for their procurement come up to 55 lakh tons for next year.

Shri Raj Bahadur: May I know whether the recent spell of cold and frost has in any way dislocated the programme of Government?

Shri Jairamdas Doulatram: It has not.

Shri Raj Bahadur: May I know whether the import programme has been in any way affected?

Shri Jairamdas Doulatram: Not by the cold spell.

INCOME FROM 2ND CLASS RAILWAY TICKETS

*470. **Shri R. C. Upadhyaya:** Will the Minister of **Railways** be pleased to state the income derived from 2nd class tickets on all railways during the periods between 1st March 1948 and 1st December 1948 and from 1st March 1949 to 1st December 1949?

The Minister of State for Transport and Railways (Shri Santhanam): The earnings of Indian Government Railways from second class/class II passengers during the periods in question was as under:

	1st March to 30 November
1948 (second class)	Rs. 4,79,99,000
1949 (class II)	Rs. 6,66,71,000

Shri R. C. Upadhyaya: What is the corresponding number of passengers during this period?

Shri Santhanam: I have not got the number: I would require notice of that question.

Shri Tirumala Rao: What is the difference between second class and Class II.

Shri Santhanam: The hon. Member is a member of the Central Advisory Council for Railways and as such ought to know the difference.

Shri R. C. Upadhyaya: May I know the amount obtained from the reservation of sleeping berths during this period?

Shri Santhanam: I do not think we have got separate figures for that.

Shri Tyagi: May I know if this amount is an increase over the amount received from this particular class when it was known as Inter class?

Shri Santhanam: There were two classes—second class and Inter class. Both these classes were amalgamated into one class II. Therefore unless you get the figures for all the classes you cannot make a proper comparison. I can give the House the figures for a proper comparison:

1948 First Class and Class I	Rs. 1,66,55,000
1949 Class I	Rs. 2,90,46,000
1948 Second Class	Rs. 4,79,99,000
1949 Class II	Rs. 6,66,71,000
1948 Inter Class	Rs. 3,99,72,000

In 1948 the total for the upper classes was Rs. 10,44,26,000 and in 1949 it was Rs. 9,57,17,000.

Shri Deshbandhu Gupta: May I know whether Government has estimated the loss which the Railways had to incur on the experiment of amalgamating Inter class and second class?

Shri Santhanam: It is difficult to find out the figures, because consequent on the amalgamation there was a reduction in Class I fares. Therefore it is difficult to find out how far the reduction in Class I fares has affected and how far the amalgamation as such but all taken together there was a decrease of 450 lakhs in the upper classes.

Kanwar Jaswant Singh: In the figures given by the hon. Minister may I know whether the income from second class and class II on the Indian State railway lines is included?

Shri Santhanam: That will be included only from next year.

TRACTORS FOR ALWAR DISTRICT OF RAJASTHAN

*471. **Shri R. C. Upadhyaya:** Will the Minister of **Agriculture** be pleased to lay on the Table a statement showing:

(a) the number of tractors working in Alwar district of Rajasthan under Central Tractor Organisation during 1949; and

(b) the area cultivated by these tractors during 1949 in each harvest?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) 125.

(b) (i) For the *Kharif* of 1949 ...34, 120 acres.

(ii) For *Rabi* 1949 ...13,007 acres.

Shri R. C. Upadhyaya: Is it a fact that a portion of the land cultivated by these tractors was not sown?

Shri Jairamdas Doulatram: That is a fact.

Shri R. C. Upadhyaya: May I know the area that remained unsown?

Shri Jairamdas Doulatram: It is something like 4,000 acres.

Shri R. C. Upadhyaya: May I know the quantity of wheat, barley and gram which was produced in these areas cultivated by these tractors?

Shri Jairamdas Doulatram: That is a matter which the State Government will be able to explain. The quantity to be sown, the area on which it is to be sown and what will be the result of that sowing—all these are matters handled by the State Government.

Prof. Ranga: Why was that area of 4,000 acres which was ploughed by tractors not sown? Was it because the area was spoilt?

Shri Jairamdas Doulatram: I do not know, because, as I said, it is a matter for the State Government and they know why they did not sow that area. The instruction given to the Central Government was to plough a certain area and

we ploughed the area that was made available. I do not know whether they had irrigation difficulties or the refugees did not get loans or there was any other cause. These matters were handled by the Alwar Government.

श्री जे० आर० कपूर : क्या यह बात सत्य है कि अलवर और भरतपुर में बहुत से ट्रैक्टर अभी बेकार पड़े हुए हैं और इन दोनों जगहों के अधिकारियों ने केन्द्रीय सरकार को यह सूचना दी है कि उनका प्रयोग करने से इतना ज्यादा खर्च आता है कि जिसकी वजह से उनका इस्तेमाल करना बेकार सा है ?

Shri J. R. Kapoor: Is it a fact that in Alwar and Bharatpur a number of tractors are still lying idle and that the officials of both these places have intimated the Central Government that their use involves such a heavy expenditure as would render it a futile proposition?

Shri Jairamdas Doulatram: The last conclusion is not correct but it is a fact that some of the tractors were not working or were not in proper order. The difficulty was that this was an emergency work to be done and we had to plough up land which had been left by the Meos. We could not build up a big workshop for repair work in Alwar and we had to depend upon the Delhi workshop. Sometimes the tractors did go out of order and they could not be repaired in time. In spite of that we were able to complete 75 per cent. of the task in time.

Shri Raj Bahadur: May I know whether the cost of cultivation through these tractors was calculated and if so, how does it compare with cultivation by other means?

Shri Jairamdas Doulatram: I think the cost of operations which the Rehabilitation Ministry decided to recover was Rs. 3 per acre for *Kharif* and Rs. 3 per acre for *Rabi* in 1948 and Rs. 9 for *Kharif* in 1949 and Rs. 10 for *Rabi* in 1949. This would be round about 25 per cent. of the actual cost.

Shri Raj Bahadur: I want to know what was the actual cost per acre.

Shri Jairamdas Doulatram: The rates mentioned are about 25 per cent. of the actual cost. The actual cost would be 75 per cent. more.

Allocation of Food Imports to States

*472. **Shri R. C. Upadhyaya:** (a) Will the Minister of **Food** be pleased to state whether it is a fact that the States will not be allotted any quota out of the food imports during 1950-51?

(b) If so, have Government issued any directive to the State Governments for meeting their requirements?

(c) If so, what are the special features?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) No. According to the allocations which are made for the calendar year—in 1950 a total of 13·82 lakh tons of food grains from imports will be distributed to the States.

(b) and (c). Do not arise.

Prof. Ranga: What steps are Government taking to ensure that the quantities taken by the State Governments are put to the best possible use and not wasted?

Shri Jairamdas Doulatram: The steps can only be greater supervision and more intimate contact.

Shri Kamath: How much of these food imports are from dollar areas and how much from sterling areas?

Shri Jairamdas Doulatram: In the year 1950 we expect to import nothing from the dollar areas.

Dr. M. M. Das: In view of the fact that large areas of agricultural land have been diverted from food grains to jute in West Bengal, what steps are Government to take to replace the food grains in deficit?

Shri Jairamdas Doulatram: Government will make up the deficit which will arise from the non-cultivation of paddy.

Dr. M. M. Das: What is the amount of such deficit?

Shri Jairamdas Doulatram: As regards the amount, much will depend upon the area which actually comes under jute and what the estimated production from that area would be. This can only be calculated later on.

Shri S. C. Samanta: May I know which of the States will not require any quota in 1950?

Shri Jairamdas Doulatram: The U.P. Government will give us the rice and take wheat in exchange: that will be the only deficit province which will now be balanced with regard to food imports.

Shri Rathnaswamy: In view of the fact that certain areas in Madras have been declared as Famine Areas and, I am afraid, may continue for some time as such, is the Government satisfied that Madras State would be able to manage without any quota from the Centre during 1950-51?

Shri Jairamdas Doulatram: As I explained in reply to another question we are discussing this matter with the Madras Government today at 3 o'clock.

LINKING UP OF RAILWAY LINES

*474. **Shri Iyyunni:** (a) Will the Minister of **Railways** be pleased to state whether a survey has been conducted by the Railway authorities with a view to linking up the Shoranur-Cochin Railway with the Egmore-Trivandrum line during recent years?

(b) Is there any report regarding the same?

(c) Has an estimate been made regarding the cost of the scheme?

The Minister of Transport and Railways (Shri Gopalaswami): (a) Survey of a line between Quilon and Ernakulam was last carried out in 1927.

(b) Yes.

(c) The line was at that time estimated to cost Rs. 184·76 lakhs. This estimate is now out of date, and the question of carrying out a fresh survey for the project will be considered in 1950-51.

Shrimati Velayudhan: May I know whether the Government have any proposal to extend the railways up to Cape Comorin?

Shri Gopalaswami: Not at present.

EXTENSION AND RESTORATION OF RAILWAY LINES

*475. **Shri Sivaprakasam:** Will the Minister of **Railways** be pleased to state:

(a) whether the Government propose to restore the railway line between Mathurai and Bodinayakkanur in the South Indian Railway;

(b) whether Government propose to lay out new and direct lines connecting Tanjore junction with Pattukottai station; and Mannargudi station with Tiruturaipoondi junction in the South Indian Railway in Tanjore district; and

(c) whether the Government have decided to extend the railways (S.I. Railway) from Arantangi to Karaikudi and from Dindigul to Gudalur, and if so, when they propose to start the work?

The Minister of Transport and Railways (Shri Gopalaswami): (a) It is proposed to restore only the portion between Madurai and Theni.

(b) The Tanjore-Pattukottai project will be considered in due course after reviewing the working of the Arantangi-Karaikudi railway, when completed. There is no proposal to connect Mannargudi with Tiruturaipundi.

(c) It is proposed to start the construction of the Arantangi-Karaikudi railway in 1950-51. As regards Dindigul-Gudalur project, the Central Board of Transport have recommended construction of the portion between Theni and Gudalur only, but in view of the financial stringency it has been decided to defer this construction for the present.

Shri Sivaprakasam: In respect of the Madurai-Bodinayakkanur line may I know whether the same intermediary stations will be kept up or whether any change in their number and location is contemplated?

Shri Gopalaswami: I think the same old stations will be kept up, but that will be finally decided when the line is taken up for restoration.

HEADQUARTERS OF SOUTH INDIAN RAILWAY

*476. **Shri Sivaprakasam:** Will the Minister of **Railways** be pleased to state whether any proposal is under consideration to shift the headquarters of the South Indian Railways from Trichinopoly to Madras?

The Minister of Transport and Railways (Shri Gopalaswami): This matter is bound up with the scheme of regrouping of Railways which continues to be under the consideration of Government as stated in my reply to Starred Question No. 281 asked by Shri Damoder Swarup Seth on 16th February, 1950.

Shri Kamath: Is one of the factors in this proposal—to shift the headquarters from Trichy to Madras—a desire to accommodate the would-be Andhra Province?

Shri Gopalaswami: Trichy to Madras? Trichy to Madras is outside the Andhra area.

Shri Kamath: Madras? It is nearer Andhra.....

Mr. Speaker: Order, order.

BARAKAR AND KONAD DAM

*477. **Shri Jnani Ram:** Will the Minister of **Works, Mines and Power** be pleased to state:

(a) the area of lands acquired at Barakar and Konad Dam sites;

(b) the area occupied by the Damodar Valley Corporation upto now;

(c) the amount of compensation paid to the people for the same;

(d) whether it is a fact that in the year 1948-49 lands with growing crops were occupied without paying compensation at Barakar and Konad Dam sites; and

(e) if so, what steps Government propose to take for paying compensation?

The Minister of Works, Mines and Power (Shri Gadgil): (a) The area of land acquired at Tilaiya dam-site on Barakar River is 240·76 acres, and at Konar dam-site 949·60 acres;

(b) The entire area has been occupied by the Corporation at Tilaiya dam-site but only 28·39 acres have been occupied so far at Konar dam-site.

(c) At Tilaiya no compensation except interim compensation amounting to Rs. 1,691 only has been paid for the land, because the raiyats want other land in exchange. At Konar the Land Acquisition Award is under preparation but interim compensation amounting to Rs. 664 has been paid so far.

(d) No.

(e) Does not arise.

Shri Jnani Ram: May I know whether the land-owners affected made a representation in this matter to the Government of Bihar?

Shri Gadgil: I have no knowledge of that.

Shri Jnani Ram: Are not the Government expected to give them sufficient lands in compensation for the lands acquired?

Shri Gadgil: Compensation of land will be given when the actual construction starts and the lands are taken possession of finally.

Shri B. Das: Has the hon. Minister seen the newspaper report that Mr. Chintaman Deshmukh has been appointed to examine the financial position of the Damodar Valley Corporation?

Shri Gadgil: The Government of India do not go by newspaper reports.

Prof. Ranga: Are any lands, indicated by the peasants concerned, to be given to them alternatively?

Shri Gadgil: That is one of the suggestions.

Shri Sidhva: What is the total number of land-owners who have been affected by this acquisition of land?

Shri Gadgil: I require notice of that. I have given the total number of acres here.

Shri B. R. Bhagat: May I know at what rate compensation was paid?

Shri Gadgil: According to the provisions of the Land Acquisition Act.

Ch. Ranbir Singh: May I know whether Government are in a position to give land in exchange for the land to be acquired?

Shri Gadgil: That is one of our hopes.

An Hon. Member: Hoax?

Mr. Speaker: Order, order.

Babu Ramnarayan Singh: As the hon. Minister says that he only "hopes", may I know whether the Government still sticks to the policy that house for house and land for land will be given to the owners?

Shri Gadgil: The policy in connection with rehabilitation has been clearly defined at the time when the Damodar Valley Corporation Bill was passed by this House. As far as possible, land will be given for land and new houses will be constructed.....

An Hon. Member: For old houses!

Shri Gadgil: For those who will be shifted from their original ancestral homes.

Propaganda Officers in Damodar Valley Corporation

*478. **Shri Jnani Ram:** Will the Minister of **Works, Mines and Power** be pleased to state:

(a) whether it is a fact that Propaganda Officers have been appointed in the Damodar Valley Corporation;

(b) if so, whether they have been supplied with all the propaganda equipments;

(c) if so, the list of equipments supplied to them; and

(d) whether it is a fact that they are employed on duties other than propaganda?

The Minister of Works, Mines and Power (Shri Gadgil): (a) Yes, under the Rehabilitation Department of the Corporation.

(b) and (c). Officers engaged on publicity work are fully posted with information necessary for their work; but no equipment has been supplied to them, except first aid medicines.

(d) Their services are utilised for dealing with rehabilitation problems directly concerned with the persons to be displaced.

Shri B. R. Bhagat: May I know the number of officers who have been appointed?

Shri Gadgil: I require notice of that.

Ch. Ranbir Singh: What are the functions of these officers?

Shri Gadgil: The usual functions of a propaganda officer.

Bureau for Agricultural Advice

*479. **Shri N. S. Jain:** Will the Minister of **Agriculture** be pleased to state whether Government have set up any bureau to advise and help the States and also individual farmers in the selection, purchases and maintenance of tractors?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): There is a Machinery Section of the Ministry of Agriculture under the charge of the Director of Agricultural Machinery, which advises the States and individual farmers in the selection, purchase and maintenance of tractors.

Shri N. S. Jain: Are the Government aware that the private tractor owners are not getting spare parts and service and consequently their lands are lying idle?

Shri Jairamdas Doulatram: That is true in the case of a number of individual-owned tractors.

Shri N. S. Jain: May I know if the Government have any proposals under consideration of giving adequate relief to these people by way of giving service and spare parts machinery to them?

Shri Jairamdas Doulatram: That is being handled by the State Governments.

Shri N. S. Jain: May I know if the Government would make it a condition precedent for importing these tractors that sufficient spare parts as may be specified by the Government should also be imported alongside?

Shri Jairamdas Doulatram: Government have made it a condition that 25 per cent. of the value of the tractors must be imported in the shape of spare parts by any company which imports tractors.

Ch. Ranbir Singh: May I know the headquarters of the Bureau?

Shri Jairamdas Doulatram: Delhi.

RAILWAY DISPLACED CONTRACTORS' CLAIMS

*480. **Shri Kamath:** Will the Minister of **Railways** be pleased to refer to the answer given to Starred Question No. 436 on 8th December 1949 and state:

(a) the total number of railway displaced contractors' claims verified and their total amount;

(b) how much of the total amount verified was claimed by Hindus, Sikhs and Muslims respectively; and

(c) what progress has been made in settling the supplementary claims since 8th December 1949?

The Minister of State for Transport and Railways (Shri Santhanam): The required information regarding the old N.W. Railway is as follows:

(a) 23 claims amounting to Rs. 38,316.

(b) Hindus 4 claims for Rs. 22,787.

Muslims 15 claims for Rs. 11,739.

Sikhs 4 claims for Rs. 3,790.

(c) The claims received are under investigation.

The information regarding the old B.A. Railway is not available.

Shri Kamath: Was this matter of outstanding claims taken up and discussed at any of the Inter-Dominion Conferences held during the last two years?

Shri Santhanam: I think that question should be addressed to the Relief and Rehabilitation Ministry.

Shri Kamath: Is there no joint responsibility of the Cabinet?

Mr. Speaker: The hon. Member is arguing.

Shri Raj Bahadur: Is it a fact that as a step towards satisfaction of their claims some of these displaced contractors have been allowed to occupy M.Ps' bungalows.

Shri Santhanam: I do not think so.

Sardar B. S. Man: May I know whether pending the final settlement of their claims, Government have got any proposal of giving *ad hoc* grants to these contractors to carry on their business?

Shri Santhanam: Whether these claims are valid will have to be ascertained first. Of course, if people can prove their claims, we can consider part payment.

India's requirements of Food Grains

*481. **Shri Karmarkar:** Will the Minister of **Food** be pleased to make a statement regarding the estimated requirements of food-grains for the year 1950-51, and how and to what extent Government propose to make up the deficit by imports from the dollar and sterling areas?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): Food grains allocations are now made according to the calendar year. The rationing commitments of the States in 1950 are, as estimated by them, at 104 lakh tons of food grains, including six weeks carryover stocks at the end of the year. Against this, the estimated availabilities including opening stocks with State Governments on 1st January, 1950 and local procurement (as estimated by the States) will amount to 69 lakh tons leaving a deficit of about 35 lakh tons. The Central Government is however, of the opinion that in view of the better overall crop position this year, a higher figure of procurement can be reached. Besides there will also be lesser offtake. This should bring down the deficit considerably. Government have at present planned to import 15 lakh tons from abroad in 1950. The entire quantity will, it is expected, become available from sterling area countries.

Dr. M. M. Das: May I know, Sir, what would be the value of the imports during this year?

Shri Jairamdas Doulatram: I have given the figures on an earlier occasion. I think on the present basis it would be round about 60 crores.

Sardar Hukam Singh: In calculating the carry over has any consideration been taken of the deterioration that is taking place in the godowns?

Shri Jairamdas Doulatram: Carry over has no connection with deterioration. Carry over only means stocks which are available for the next few weeks. It it not a carry over which is one year old. Every day new stock is coming and the old stock is being used up. At the end of the year in all the centres where rationing goes on throughout the country there is a certain stock available which is used for the next few weeks. That is the carry over.

Shri Karmarkar: What was the opening balance?

Shri Jairamdas Doulatram: I think it was about 9 lakh tons.

Shri Sidhva: The hon. Minister gave the deficit as 35 lakh tons. The August-September publication of the Agricultural Ministry gives this figure as 8 lakhs. May I know, Sir, which one is the correct figure?

Shri Jairamdas Doulatram: I think it is 35 lakhs. I am afraid there is some confusion. 35 lakhs deficit is with regard to the rationing commitments for 1950. The figure that the hon. Member referred to does not deal with rationing commitments of 1950. It possibly deals with the total production and the total consumption. Here what is estimated is the actual quantity which would be required for maintaining the rationing system in the country during 1950.

FOOD GRAINS FOR BOMBAY

*482. **Shri Karmarkar:** Will the Minister of **Food** be pleased to state:

(a) the quantity of food-grains required by the Bombay Government to make up the deficit in the requirements of the State and the quantity actually proposed to be allotted to that State; and

(b) whether the attention of the Government has been drawn to the reported statement of the Food Minister for Bombay that if more grain is not allotted for the province, rationing will have to be abandoned in most of the rationed areas except the cities of Bombay, Poona, Ahmedabad and Sholapur?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) Demand is for 7·5 lakh tons—quantity allotted is 5 lakh tons.

(b) Yes.

Shri Kamath: Is it a fact, Sir, that the Commissioner for Food Production, when he recently visited Bombay, assured the Bombay State that no starvation would happen in any part of that State? In view of the fact that only five lakh tons are being allotted to Bombay, how does Government propose to prevent starvation in some parts of that state?

Shri Jairamdas Doulatram: There is absolutely no question of any starvation. I think the more we talk of starvation, the more difficulties are unnecessarily created. There is going to be no starvation. The requirements of all the States will be met either with the help of local procurement or external sources.

With regard to Bombay, we do expect that Bombay will be able to tide over her difficulties. I may give the House some figures. Last year Bombay thought they would be able to procure only 2 lakh tons. Later on they revised their plan and wanted to procure 4,80,000 tons. Actually they procured about 5,50,000 tons. In fact, there is every possibility of their maximising local procurement and we do hope Bombay will be able to tide over their difficulty. We will certainly help them, if need be.

Shri Sidhva: In view of the 80 per cent. adult equivalent, is it not a fact that there is a surplus and not a deficit in the country?

CONSTRUCTION OF ROAD FROM PURI TO KONARKA

*483. **Shri Jagannath Mishra:** (a) Will the Minister of **Transport** be pleased to state whether any verbal or written request was made by the Minister of Education to the Chief Minister of Orissa for preparing an estimate for laying an all-weather road at the cost of the Government of India, from Puri to Konarka, the famous temple of Sum God?

(b) Was the importance of such a road brought to the notice of His Excellency Shri C. Rajagopalachari in an address of welcome presented by Puri District Board division during his visit to Orissa?

(c) Do Government propose to take up the question with the Government of Orissa?

The Minister of State for Transport and Railways (Shri Santhanam): (a) No such request was made by the Minister of Education.

(b) Yes.

(c) The road in question was included for development as a major District Road in the Orissa five year Road Development Plan. The construction and maintenance of the road is the responsibility of the Government of Orissa. The Central Government's responsibility for the maintenance of Monuments does not extend to the maintenance of approach roads and bridges.

New Post Offices for Madras

*484. **Shri Rathnaswamy:** (a) Will the Minister of **Communications** be pleased to state how many post offices were opened in the year 1949 in the rural parts of Madras State?

(b) How many are proposed to be opened in the year 1950?

(c) Were any representations received by the Government of India for locating the new Post Offices in areas easily accessible to the Scheduled Castes?

(d) If so, what action have Government taken on these representations?

The Deputy Minister of Communications (Shri Khurshed Lal): (a) 884.

(b) In view of financial stringency, no predetermined target has been fixed for the year 1950. Offices will be opened when and where considered essential on administrative grounds.

(c) No.

(d) Does not arise.

Shri Rathnaswamy: What are the conditions governing the opening of new post offices?

Shri Khurshed Lal: I have given those conditions more than once. The primary condition is that it should serve a village or group of villages of 2,000 people.

Shri Zangre: Arising out of answer to part (a) of the question, may I know how many experimental post offices have been opened in the whole country?

Shri Khurshed Lal: I am afraid I should ask for notice of that question.

Dr. V. Subramaniam: How many post offices are classified as 'First Class' post offices.

Shri Khurshed Lal: I should ask for notice of that question.

Shri Sidhva: Are these post offices which have been opened full-fledged post offices, or are they run by school teachers?

Shri Khurshed Lal: Post offices in rural areas are mostly entrusted to extra-departmental staff.

Import of Fertilizers

*485. **Shri T. N. Singh:** (a) Will the Minister of **Agriculture** be pleased to state the quantities and values of fertilizers proposed to be imported from abroad during 1950-51 and 1951-52?

(b) Have the 375 heavy reclamation tractors ordered earlier, arrived and been detailed for work in the various States?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) The quantities and values of Fertilizers planned to be imported during 1950-51 and 1951-52 are indicated below:

	Quantity in tons	Value
		Rs.
1950-51	4,35,000	14,21,00,000
1951-52	2,35,000	7,68,00,000

(b) 149 have been received in India, 31 are expected in Bombay by the end of this month and the balance of 195 are likely to be received during August and September, 1950. Of the 149 tractors already received, 30 have been delivered to the Central Tractor Organisation and started operations in Bhopal on 15th February, 1950, 92 are in the process of being assembled at Bhopal and will be moved to the site of operations as early as practicable and the balance of 27 have recently arrived in Bombay but have not so far been moved to Bhopal where they have to be inspected by the Director General of Industry and Supply before they are assembled and passed and finally handed over to the Central Tractor Organisation.

Shri T. N. Singh: In view of our foreign exchange difficulties, is it proposed to restrict the import of fertilizers still further?

Shri Jairamdas Doulatram: As a matter of fact, we depend upon the Sindri factory for two lakh tons next year. That is why you will find substantial reduction of the figure of imports for the year 1951-52.

SHORT NOTICE QUESTION AND ANSWER

INVESTIGATION INTO CASES OF DISCHARGE OF BANK EMPLOYEES

Prof. K. T. Shah: (a) Will the Minister of **Labour** be pleased to state whether the attention of Government has been drawn to cases of dismissal or discharge of Bank employees, while disputes on that account have been referred to and are pending before the All-India Industrial Tribunal on Bank Disputes, under the Ordinance dated 13th June, 1949 now replaced by an Act of Legislature even while that Tribunal is sitting?

(b) If the answer to part (a) above be in the affirmative, what steps are being, or are proposed to be taken against the offending Bank authorities?

(c) Do Government intend to direct that such cases be referred immediately, by notification as required by law, to the Tribunal now sitting for investigation into and disposal of these matters?

(d) What steps do Government intend to take to guard against the occurrence of any further cases of victimisation by any Bank, or otherwise prejudicing the position of any such employee, while the matter is under investigation, and the disputes already referred are being heard by the Tribunal?

The Minister of Labour (Shri Jagjivan Ram): (a) Yes.

(b) The complaints relating to discharges and dismissals of bank employees during the pendency of the adjudication by the All India Industrial Tribunal (Bank Disputes) contrary to the provisions of the Industrial Disputes Act are being enquired into and prosecutions will be launched wherever necessary and possible.

(c) Government have, by an order dated the 21st February, 1950, referred to the Central Industrial Tribunal at Calcutta the dispute relating to dismissals and discharges of bank employees which have occurred since the 18th June 1949, the date on which the All-India Banks Tribunal was set up.

(d) Examination of complaints relating to dismissals and discharges of bank employees, so far made, has shown that certain bank managements have been taking undue advantage of section 33 of the Industrial Disputes Act, 1947, which permits of discharges and dismissals for misconduct not connected with the matters under adjudication even without the permission of the Tribunal. Government are taking steps to remove this defect by amending the section.

Prof. K. T. Shah: May I enquire if the hon. Minister is aware that cases of dismissal have occurred on the excuse of particular Branches being closed or having to be closed, and the employees intended to be discharged were first transferred to such a Branch, and then, on the score of the Branch having to be closed they were discharged?

Shri Jagjivan Ram: We have received certain representations from discharged employees and enquiries are being made into the allegations.

Prof. K. T. Shah: May I enquire who are conducting this enquiry?

Shri Jagjivan Ram: The officers of the labour relations machinery of the Government of India.

Prof. K. T. Shah: Are these cases likely to be referred to this or any other Tribunal?

Shri Jagjivan Ram: As I have already said, if after the enquiry it is found that there is a *prima facie* case for the prosecution of the employers, necessary prosecution will be launched. As regards reference to a Tribunal, all cases of dismissals and discharges have already been referred to a Tribunal and it will be for the Bank employees to bring to the notice of the Tribunal individual cases of victimisation and discharge.

Shri Venkataraman: Does the hon. Minister appreciate that prosecution of the management grants no relief to the worker and reinstatement is what is required in these cases?

Mr. Speaker: Order, order. He is arguing.

WRITTEN ANSWERS TO QUESTIONS

Taxi Fares

***468. Dr. Deshmukh:** (a) Will the Minister of **Transport** be pleased to state the fares per mile charged by motor taxies in Bombay, Delhi, Calcutta and Madras?

(b) Is it a fact that the fares in Delhi are nearly double those prevailing in Bombay?

(c) What are the reasons for this disparity?

(d) Is there any proposal for reducing the fares in Delhi and if not, why not?

The Minister of State for Transport and Railways (Shri Santhanam): (a) A comparative statement of existing basic taxi car fares in force in Bombay, Delhi, Calcutta and Madras is laid on the Table of the House. (See *Appendix III, annexure No. 8.*)

(b) According to the scheduled rates for a taxi engaged for 5 miles the taxi charges in Delhi are a little less than twice those in Bombay. (Rs. 4/8/- in Delhi and Rs. 2/13/- in Bombay). The difference continues to shrink with increase in mileage and for a distance of 25 miles, taxi charges in Delhi are about 25 per cent. costlier than in Bombay.

(c) The higher fares in Delhi as compared with port towns are primarily attributable to higher operational cost and lack of traffic for return trip.

(d) In view of the prevailing high prices of motor vehicles, petrol, spare parts, and other accessories, it is not considered possible at present to reduce taxi scheduled rates in Delhi.

GOODS WAGONS FOR INDIA HELD UP IN EAST BENGAL

***464. Shri Kesava Rao:** (a) Will the Minister of **Railways** be pleased to state whether it is a fact that one thousand wagons containing various goods and bound for India were held up in East Bengal?

(b) What are the goods in these wagons?

(c) What action are Government taking in the matter?

The Minister of State for Transport and Railways (Shri Santhanam): (a) According to the information so far available, wagon loads equivalent to about 1302 M.G. four-wheeler units are held up in transit over the E.B. Railway.

(b) They include public traffic consisting of tea, jute, etc., and railway materials consisting of machinery parts, girders, etc.

(c) The Pakistan Government have been requested a number of times to release these wagons, but there has been hardly any improvement in the position so far.

DAMAGE TO CROPS BY PESTS AND CROP DISEASES

***469. Shri Kesava Rao:** (a) Will the Minister of **Agriculture** be pleased to state the percentage of crops affected due to pests and other crop diseases during the year 1949-50?

(b) How far have the pest menace and crops diseases been controlled during the year 1949-50 as compared to the last two years?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram:) (a) Accurate information from the States is not available.

(b) On the basis of information furnished by the States control measures covered approximately an area of 18 lakh acres as against 10 lakhs acres in 1948-49. The figures for 1947-48 are not available.

RAILWAY PROTECTION POLICE

***473. Shri R. L. Malviya:** Will the Minister of **Railways** be pleased to state:

(a) the main objects of the Government Railway Protection Police and its constitution; and

(b) whether the Organisation is railway-wise or State-wise?

The Minister of Transport and Railways (Shri Gopalaswami): (a) The main object of the Railway Protection Police is the protection of Railway property, Railway staff and passengers and goods conveyed by trains. This force has been raised as a temporary measure and is manned and controlled by the State Governments concerned, but the entire cost is borne by the Railways. The Railway Protection Police has, however, been raised only on the Assam, B.N., E.I., E.P., and G.I.P. (only in the U.P.) and O.T. Railways.

(b) The organisation is both State-wise as well as railway-wise; that is to say, within a particular state, a separate force is maintained for each railway running through that state.

Consumption of Sugar in Delhi

***486. Giani G. S. Musafir:** Will the Minister of **Agriculture** be pleased to lay on the table a statement showing:

(a) the quantity of sugar which is being consumed in the Delhi rationed area every week;

(b) the quantity of sugar consumed by the confectioners of this area every week;

(c) whether any cases of purchase of sugar by any such confectioners at black-market rates from rationing depots have been registered by Government during the last year;

(d) whether the Delhi rationing authority or Government have held any enquiry regarding the actual consumption of sugar and sale of sweets by the confectioners of this area:

(e) if the answers to parts (c) and (d) above be in the affirmative what measures have been devised to avoid the corruption in sugar; and

(f) if the answer to part (d) above be in the negative, do Government propose to hold such enquiry?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) 12,500 mds. per week.

(b) The consumption of different categories of confectioners and sweet and milk sellers drawing quotas from the Delhi Rationing per week is 1,514½mds.

(c) to (e). No.

(f) Yes, if any specific cases are brought to Government's notice.

Wagons for carriage of Coal

***487. Shri Chandrika Ram:** (a) Will the Minister of **Railways** be pleased to state whether it is a fact that in spite of assurances given by the Manager, O. T. Railway, no wagons are supplied to the public of North Bihar for carriage of coal?

(b) Do Government propose to take any steps in this matter?

The Minister of State for Transport and Railways (Shri Santhanam): (a) No. On the contrary, from July 1949 to January 1950, on an average 16 Metre Gauge wagons per day, loaded with public coal, were moved to stations in North Bihar.

(b) The question does not arise.

KASHMIR MAIL ACCIDENT

*488. **Kaka Bhagwant Roy:** Will the Minister of **Communications** be pleased to state whether the enquiry on Kashmir Mail accident which occurred on 29th January, 1950 on the E.P.R. has been completed and if so, what is the result?

The Deputy Minister of Communications (Shri Khurshed Lal): The Government Inspector of Railways held his Statutory Inquiry into this unfortunate accident at Sirhind station on the 1st, 2nd and 3rd February, 1950. The evidence of 25 witnesses was recorded at his Inquiry, but that of the Driver of 27 Up Kashmir Mail could not be taken as he is at present in the hospital at Ambala suffering from scalding and shock, and is not in a condition to be examined. As this Driver is one of the important witnesses in this case, the Government Inspector's Inquiry cannot be considered complete until after his evidence has been recorded.

On completion of his Inquiry the Government Inspector will submit his Final Report to the Government. From the information in hand it would appear, however, that a brake block from one of the wagons of a Goods train, which was proceeding by the Down line, dropped and lodged itself in the channel of the diamond crossing, causing the derailment of the first four wagons of the Goods train and the fouling of the adjacent Up line. The ill-fated Kashmir Mail, which was proceeding along the Up line towards Sirhind Station, collided with the derailed wagons.

CO-OPERATIVE LAND COLONISATION SOCIETIES

*489. **Shri A. Joseph:** Will the Minister of **Agriculture** be pleased to state:

(a) the number of Co-operative Land Colonisation Societies and their membership;

(b) the area of land brought under cultivation by these Societies;

(c) the proportion of the Harijans to the total membership in these Societies; and

(d) the quantity of food grains which is being produced by these Societies?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) to (d). Information is being collected and will be placed on the Table of the House as soon as received.

SURPLUS OF WHEAT IN PEPSU

*490. **Kaka Bhagwant Roy:** (a) Will the Minister of **Food** be pleased to state what was the total production of wheat in PEPSU in the years 1948 and 1949?

(b) What was the total consumption in PEPSU during the same period?

(c) Is it a fact that huge stocks of wheat are lying in PEPSU?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) In 1947-48, according to P.E.P.S.U. Government's report the production of wheat was 2·18 lakh tons. In 1948-49, the production of wheat was 2.62 lakh tons.

(b) There is no rationing in PEPSU and the figures for consumption are not abailable.

(c) All the surplus wheat reported by the PEPSU Government has been allocated to other States and is being moved.

Rural Indebtedness

*491. **Seth Govind Das:** Will the Minister of **Agriculture** be pleased to state whether rural indebtedness has gone down and whether it is proposed to make a survey of the subject in connection with the next census or otherwise?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): It is not possible to say whether the total volume of rural debt has undergone any material change as no survey on an all-India basis has been undertaken during recent years.

The Government of India have already suggested to the State Governments the desirability of instituting enquiries into the position of rural indebtedness and the reasons for its rise or decline in recent years. In some States, enquiries have been taken in hand, and in others the matter is under consideration.

'Grow More Food' Campaign

55. Pandit M. B. Bhargava: (a) Will the Minister of **Agriculture** be pleased to state whether Dr. Rajendra Prasad's Presidential address at the 10th session of the All-India Agricultural Economic Conference, held in Madras on January 2, 1950, has come to the notice of the Government of India?

(b) Have Government considered the views and suggestions made therein in respect of 'Grow More Food' campaign to make India self-sufficient in food?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): (a) Yes.

(b) The various suggestions made therein are being examined with a view to see which of them could be implemented.

Import of Foodgrains

56. Shri Karmarkar: Will the Minister of **Food** be pleased to state the quantity and cost of food grains imported during the year 1949-50, from the dollar and sterling areas?

The Minister of Food and Agriculture (Shri Jairamdas Doulatram): The quantity and cost of foodgrains imported during the period April 1949 to January 1950 from the dollar and sterling areas for which figures are available are as under.

	Quantity (in 1,000 tons)	C & F Value in Lakhs of Rs.
Dollar Areas	805	2691
Sterling Areas	1833	7370

The quantity scheduled to arrive during February and March 1950 is 2·97 lac tons at an estimated C & F value of Rs. 1,110 lacs from Sterling Areas only. No imports will be made from Dollar Areas.

ENGINEERS IN C. P. W. D.

57. Shri Sidhva: (a) Will the Minister of **Works, Mines and Power** be pleased to state whether notices of termination of services have been given to the Engineering staff in the C.P.W.D. as a measure of economy?

(b) If so, what is the total number of such notices?

The Minister of Works, Mines and Power (Shri Gadgil): (a) Yes. In some other cases notices were served as the persons were not educationally qualified under the Recruitment Rules or were beyond the prescribed age limit.

(b) Executive Engineer.	1.
Assistant Engineers.	5.
Section Officers.	54.
Total.	60

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

VOLUME I, 1950

(28th January, 1950 to 23rd February, 1950)

First Session

of the

PARLIAMENT OF INDIA

1950

20-12-94

CORRIGENDA

to

the Parliamentary Debates (Part II—Other than Questions and Answers), 1st Session, 1950;—

In Volume I,—

1. No. 1, dated the 28th January, 1950,—
   (i) Page (i) Col. 1, *after* line 4 *insert* "Ahammedunni, Shri V.C. (Travancore-Cochin".
   (ii) Page (ii), Col. 2, line 27 *for* "Rafi Ahmed, Shri "*read* "Shri Rafi Ahmed".
   (iii) Page (iv), Col. 2, *delete* line 20.

2. No. 2, dated the 31st January, 1950,—
   पृष्ठ १८, आठवीं पंक्ति के आदि में "न्त" के स्थान पर "अन्त" पढ़ें ।

3. No. 3, dated the 1st February, 1950,—
   (i) Page 32, line 13 *for* "ule" *read* "rule".
   (ii) पृष्ठ ७६, पंक्ति १८ में "पच्चास" के स्थान पर "पच्चीस" पढ़ें ।

4. No. 4, dated the 2nd February, 1950,—
   (i) Page 103, line 3 *add* "it" *before* "*is*".
   (ii) पृष्ठ १०३, नीचे से दूसरी पंक्ति के अन्त में "जी" के स्थान पर "जीता" पढ़ें ।
   (iii) पृष्ठ १०७, के अन्त मै "आज हमको" के आगे "यह देखना होगा कि जो चीजें ह मने अपने विधान में रखी हैं उनको मुल्क के काम में लाया जाय । मैं अर्ज करना चाहता हूं कि अब जमाना बदल गया है" जोड़े ।
   (iv) Page 110, line 5 from bottom *for* "humiled" *read* "bundled".

5. No. 5, dated the 3rd February, 1950,—
   (i) पृष्ठ १८२, दूसरी पंक्ति में "इालको" के स्थान पर "इलाकों" पढ़ें ।
   (ii) Page 186, line 17 from bottom *for* "debator" *read* "debtor".
   (iii) Page 188, line 18 *for* "unformity" *read* "uniformity".

6. No. 6 dated the 6th February, 1950,—
   (i) Page 204, line 20 from bottom *for* "were" *read* "are".
   (ii) Page 212, line 12 from bottom *for* "of" *read* "the".
   (iii) Page 224, line 13 *for* "from" *read* "form".
   (iv) Page 232, line 20 from bottom *for* "happens to be the Chairman and whether he could be expected" *read* " will act as its President; he is an I. C. S. man and is, admittedly,".

7. No. 8, dated the 8th February, 1950,—
   Page 315, line 19 *for* "refugee" *read* " refuge".

8. No. 9, dated the 9th February, 1950,—
   (i) Page 369, line 24 *for* "are" *read* "am".
   (ii) Page 371, *for* line 18 *read* "giving me credit for having done something which should really go to the".
   (iii) Page 389, line 2 from bottom *for* "khakad" *read* "khahad".

9. No. 10, dated the 10th February, 1950,—
   (i) Page 415, line 2 from bottom *for* "detrimetal" *read* "detrimental".
   (ii) Page 420, line 10 from bottom *for* "is" *read* "in".
   (iii) Page 431, line 3 from bottom *for* "L" *read* "5".
   (iv) Page 433, line 16 *for* "Trat" *read* "that".

10. No. 11, dated the 13th February, 1950,—
    (i) Page 454, line 25 from bottom *after* "was" *insert* "as".
    (ii) Page 463, line 21 from bottom *for* "re-assembled" *read* "then adjourned for".

11. No. 12, dated the 14th February, 1950,—
Page 498, line 8 from bottom *for* "strach" *read* "starch".

12. No. 14, dated the 17th February, 1950,—
(i) Page 591, line 6 *for* "atmosphede" *read* "atmosphere".
(ii) Page 604, line 4 *for* "inperils" *read* "imperils" and in line 6 *for* "calus" *read* "Salus".
(iii) पृष्ठ ६०८, पंक्ति ५ में "अम्मा" के स्थान पर "आमा" पढ़ें।
(iv) पृष्ठ ६०८, पंक्ति १२ में "तकरीर" के स्थान पर "जो तकरीर" पढ़ें।
(v) पृष्ठ ६१०, नीचे से पंक्ति ५ में "दस" के पश्चात् "दस" समाविष्ट करें।
(vi) पृष्ठ ६१४, नीचे से दूसरी पंक्ति में "तरह" के पश्चात् "से" समाविष्ट करें और "बंगाल" के पश्चात् "से" हटा दें।
(vii) Page 616, line 12 from bottom *for* "then" *read* "their".
(viii) पृष्ठ ६२५, पंक्ति १५ के अन्त में 'यह" को हटा दें और १६ के आदि में "काम" के स्थान पर "महकमा" पढ़ें।
(ix) Page 637, *omit* "last line".

13. No. 15, dated the 20th February, 1950,—
(i) Page 659, line 12 *for* "acpital" *read* "Capital".
(ii) Page 662, line 21 from bottom *for* "of the" *read* "in the".

14. No. 17, dated the 22nd February, 1950,—
(i) Page 708, line 15 from bottom *for* "States" *read* "State".
(ii) Page 723, line 21 *omit* "It is" *before* "*Jowan*".

15. No. 18, dated the 23rd February, 1950,—
(i) Page 751, line 13 from bottom *for* "Begal" *read* "Bengal".
(ii) Page 758, line 24 from bottom *for* "turbulation on accuont" *read* "tribulation on account".
(iii) पृष्ठ ७६०, नीचे से पंक्ति १८ के अन्त में "तो है मैं" के स्थान पर "हैं में तो" पढ़ें।
(iv) पृष्ठ ७७६, नीचे से पंक्ति ७ में "हा" को "कहा" पढ़ें।
(v) Page 783, line 2 *for* "a" *read* "as".
(vi) Page 798, line 2 *for* "coutry" *read* "country".
(vii) Page 800, line 9 from bottom *for* "33 percent" *read* "33⅓ percent".
(viii) Page 801, line 6 *for* "ward" *read* "award".

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PARLIAMENTARY DEBATES

(PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Thursday, 23rd February, 1950

The House met at a Quarter to Eleven of the Clock

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

11-50 A.M.

STATEMENT *RE.* RECENT EVENTS IN EAST AND WEST BENGAL

The Prime Minister (Shri Jawaharlal Nehru) : During the last five weeks and more especially during the last two weeks, this House and the country generally have lived under the shadow of tragedy. That sense of tragedy was all the greater because accurate news was lacking and all kinds of rumours and statements, often greatly exaggerated, were afloat. Government, on whom the responsibility lay to deal with this developing situation in Bengal, had to bear a heavy burden of anxiety. For the moment, all other issues, important as they were, became secondary before this succession of events in Bengal and Government explored every avenue of dealing with this situation. I must apologise to the House for not giving much information on this subject at an earlier stage. But the very gravity of the situation and lack of accurate news led me to postpone making a statement. I was anxious that I should not make any wrong statement of fact or say anything which might worsen a situation which was bad enough already.

The Press in India, like elsewhere, has its faults and some periodicals occasionally are very irresponsible in what they write. But I should like to say that in this matter of events in East and West Bengal during the last two weeks, the Indian Press has exercised commendable restraint, and I should like to express my gratitude to them for it. Unfortunately, a similar restraint has not been observed by the Press in Pakistan. I have been amazed to read accounts and comments in the Pakistan Press which are not only grossly exaggerated, but often fantastic in their untruth and in their appeals to passion and bigotry. Ever-since these troubles started, it has been our earnest desire to find out the facts, because it is impossible to understand the situation, and much less to deal with it, without knowing what has actually happened or is happening. Even today we are making every effort to induce the Government of Pakistan to co-operate with us in finding out the true facts wherever any troubles have occurred, whether in West or East Bengal. We do not want an elaborate enquiry which would take time. All we want is to have accurate information of the existing situation so that both Governments might take adequate measures to deal with it. It must always be remembered that the evil we have to face is a continuing one and its possible consequences are too appalling to contemplate.

Calcutta was the scene of trouble and we deplore greatly what happened there. I think it can be said with truth that this trouble was dealt with firmly and effectively and stopped with some rapidity. I should like to express our appreciation

(Shri Jawaharlal Nehru)

of the manner and the firmness and impartiality with which the Chief Minister of West Bengal dealt with the situation in Calcutta. Calcutta is a great city open to anyone who wishes to go there and see things for himself. Nothing can remain hidden there. But East Bengal is very different in this respect and news travels slowly. A kind of iron curtain fell on East Bengal during these days which prevented accurate information from coming through except in driblets.

12 NOON

The problem before us is much too serious for any of us to seek to make political propaganda out of it, for it affects the future of tens of millions of people both in India and Pakistan. I have endeavoured, therefore, to exercise as much restraint as I could and to try to view the situation objectively. I have little doubt that what has happened in East Bengal is far more serious than what happened in Calcutta or one or two other places in West Bengal. There is no comparison between them. In any event, however, this may be, it is right that we should know the facts of what occurred both in West and East Bengal.

I shall now give the facts that have come to our knowledge. For months past, persistent anti-India and anti-Hindu propaganda has been carried on in the Press, platform and sometimes on the radio in East Bengal, inciting the masses against the Hindus in East Bengal, who have been called "*kafirs*", fifth-columnists, a danger to their State and so on. A similar and virulent propaganda was carried on in Western Pakistan, chiefly in regard to Kashmir, and, in the name of religion, hatred and the spirit of violence and war were spread.

On the 20th December an incident occurred in village Kalshira in the Begerhat sub-division of Khulna District in East Bengal. A police party went to arrest an alleged communist suspect and, finding him absent, began to assault the inmates of the house, including the women. Attracted by the cries of the women, the neighbours ran to the scene and there was a free fight between the police party and the villagers. One policeman was killed and another died subsequently of injuries. Two days later, the police, assisted by the Ansars and other rowdy elements, attacked not only that village, but 22 other neighbouring villages, which are mostly inhabited by members of the *Namasudra* community. There was arson and looting on a large scale, men were murdered and women ravished. There were also forcible conversions and desecration of places of worship. The residents of those villages could not escape from the scene because of a rigid cordon maintained by the armed police and others. Even news could not come through. After about three weeks of this occurrence, some of the afflicted people of these villages managed to evade the cordon and crossed into West Bengal. The West Bengal Government immediately drew the attention of the East Bengal Government to this grave situation and asked for information. No reply was received to this or to a personal letter written by the Chief Minister of West Bengal to the Premier of East Bengal. The migration from the Khulna area to West Bengal continued, in spite of obstructions, and up to the 14th February 24,239 men, women and children had come from the affected areas.

Somewhat similar incidents took place in Nachole in Rajshahi District in East Bengal, an area largely inhabited by Santhals. Following a clash between the police and the Santhals, many villages were ravaged and up to the 3rd February 700 Santhal families had crossed over to West Bengal.

The presence of all these refugees and their stories of ill-treatment shocked and excited the public in West Bengal. As a result, some isolated incidents took place in Murshidabad town and two or three villages nearby. The situation, however, was rapidly brought under control. There was no death, and only a few cases of injury. There was also a small exodus to East Bengal; the figures are not at present known. Relief was given to the sufferers who were not many in number.

The refugees from Khulna and their accounts of what they had sufferred created considerable excitement in Calcutta and on the 4th February a series of incidents began there. There were stray assaults on some Muslims and a number of Muslim *bustees* were burnt. The police took action immediately and made arrests on every occasion. The situation improved and there were no incidents on the 6th and 7th February. On the 8th two Hindus were stabbed in front of a mosque in Ultadanga in North Calcutta. There was then a recrudescence of trouble and arson and looting took place in certain Muslim localities. There were also cases of stabbing of Muslims. The police were given orders to shoot at sight any person committing arson, loot or stabbing and curfew was imposed in the affected areas. Military patrols were also brought out. From the 10th February onwards the disturbances were greatly reduced in volume and were ultimately fully controlled.

Owing to these disturbances there was considerable panic in some of the Muslim areas of Calcutta and a number of them left their houses and went to other parts of Calcutta, notably the Park Circus area. According to a house to house census 26,112 persons moved from their houses to other parts of Calcutta. Subsequently a large number of these returned to their houses.

The actual figures of casualties, both in Calcutta and Murshidabad area, were as follows :

Calcutta area (upto 17th February) :

Hindus		*Muslims*	
Injured	*Deaths*	*Injured*	*Deaths*
83	11	123	20

Among the Hindus injured 16 were due to police firing.

Rest of Bengal—including Howrah—(upto 19th February) :

Hindus		*Muslims*	
Injured	*Deaths*	*Injured*	*Deaths*
27	5	23	14

Among the Hindus one was killed and 12 injured by police firing.

A large number of arrests were made. In Calcutta 979 Hindus, 91 muslims and six others were arrested. In the rest of Bengal 360 Hindus and 75 Muslims were arrested.

On the 9th February a conference of Chief Secretaries of East and West Begal took place at Dacca. On the 10th February, while this conference was taking place, there was demonstration inside the Secretariat at Dacca by the East Bengal Secretariat employees. A procession was formed by these people and this ended in a meeting at Victoria Park, Dacca. As the meeting broke up, rioting, looting, murder and arson started and spread all over Dacca city. This widespread rioting continued on the next day. On the 12th February a crowd of Hindu passengers at the Karimtolla airport near Dacca was attacked by an armed mob and a large number of intending passengers, including women and children, were killed or seriously wouneded. This tragedy took place within a stone's throw of the Karimtolla military headquarters and in the presence of Pakistan armed guards.

It is not possible for us to know exactly how long these disturbances continued in Dacca or to give accurate figures about deaths or other destruction. Estimates of deaths in Docca city alone vary from one thousand or more to six hundred.

(Shri Jawaharlal Nehru)

It is still more difficult to have facts about the mofussil areas in East Bengal. But it is clear that there have been disturbances in several widely spread town. in East Bengal, as for instance Narayanganj, Chittagong, Feni, Rajshahi, Barisal and Mymensingh. No correct news has been supplied by the East Bengal Government about these incidents, although the Chief Secretaries' conference had agreed that there should be an exchange of authenticated news. Passengers who have flown from Calcutta to Dacca and back have reported that at many places along the route they saw burnt houses in the villages. For some days refugees from East Bengal were not allowed to come to West Bengal. Passengers in trains were taken down at intermediate stations and the arrival of empty trains in West Bengal caused a fresh spate of rumours and great excitement. Later these restrictions were removed to some extent. But even then any persons showing injuries was not allowed to come.

Figures of evacuation, both by train and air, from East Bengal to West Bengal and *vice versa* are as follows.

(These do not include the figures from Khulna District given previously):

From Dacca to Calcutta by air between 12th and 21st February	About 3,500 persons
By train from East Bengal to Calcutta between February 13th and February 20th	16,000 persons
Total	19,500 persons
From Calcutta to Dacca by air between 12th and 21st February	2,100 persons
and	
From Calcutta to East Bengal by train from February 13th to 20th	3,000 persons
Total	5,100 persons

A very large proportion of the Hindu population of Dacca went into improvised camps soon after the trouble arose. These camps were exceedingly unsatisfactory. Many of these people have returned to their houses. According to the latest figures received 7,200 are still in these camps in Dacca city and 10,000 have been given shelter in private houses in Hindu areas.

We have received a large number of telegrams, letters and other accounts from individuals who have come from various parts of East Bengal, giving particulars of ghastly occurrences. I have refrained from mentioning these, as it usually happens that people who have been through great ordeals cannot give a correct account and are apt to exaggerate. Such figures as I have given above have been tested and are likely to be near the truth. It seems to me clear however that many parts of East Bengal have witnessed tragedy on a considerable scale.

Government received the first reports of the Khulna incidents on the 20th January. Further reports showed that the situation was a serious one and that large numbers of refugees were coming to West Bengal. Protests were lodged with the Government of Pakistan repeatedly, but they led to no results. Since the trouble began in Dacca, Government tried to be in constant touch with the West Bengal Government and with their Deputy High Commissioner in Dacca. Our Deputy High Commissioner, however, was not for some days in a position to give any first-hand information because, on the advice of the Pakistan authorities, he did not go

On the 17th of February I sent a telegram to the Pakistan Prime Minister suggesting that full facilities should be given by each Government to the Deputy High Commissioner of the other Government for freely visiting the affected areas and ascertaining the facts. Such facilities, I might mention, had already been accorded to the Deputy High Commissioner for Pakistan in Calcutta. The Pakistan High Commissioner was also in Calcutta for some days. I further suggested to the Pakistan Prime Minister that there should be a rapid survey of the situation in the two Bengals by two fact-finding Commissions, each of which consisting of two representatives nominated by East and West Bengal respectively, of whom one would be a Minister. I expressed the hope that these Commissions would start functioning within a week. I communicated to the Prime Minister of Pakistan some reports also, which we had been receiving about events in East Bengal.

On the 18th February I received a reply from the Pakistan Prime Minister. He agreed to give full facilities to our Deputy High Commissioner to visit areas alleged to be affected. Regarding the proposal to send joint Commissions, he said that he would consult the Government of East Bengal. He suggested further that the two Governments should issue a declaration that they did not favour and would do everything possible to discourage any movement of refugees.

On the 20th February I telegraphed to him again pressing for the acceptance of my suggestion for joint fact-finding Commissions. In another telegram I pointed out again the gravity of the situation and suggested that he and I should visit the affected areas together. This was to be in addition to the joint fact-finding Commissions. I have just received a reply to these telegrams, in which the Prime Minister of Pakistan says that in his opinion no joint commission is necessary or desirable. He also thinks that a joint tour by him and me of East and West Bengal would produce no useful result. He thinks that our High Commissioners should be able to supply full information after enquiry. He adds that according to his information the situation has become normal.

Our High Commissioner in Karachi has gone to Dacca. I might mention that our Deputy High Commissioner at Dacca wanted to proceed to Barisal to study the situation there. The East Bengal Government have informed him that they have to consult local authorities before they can give a definite reply and this will take four days. It will thus appear that even the permission given to our High Commissioner and Deputy High Commissioner to visit various parts of East Bengal is not being given effect to.

The Chief Minister of West Bengal made an offer of sending relief parties to the camps in Dacca with medicines and other supplies. The East Bengal Government have expressed their inability to meet this request.

It seems to me essential and imperative that true facts should be known. Charges and counter-charges are made and excitement and passion mount up. In the circumstances it is not enough for each Government to issue its own version of the facts. It was for this reason that I had made some suggestion to the Prime Minister of Pakistan which he had rejected. I still think that the fullest opportunities for investigation must be provided and we have been and are prepared to give them opportunities. In addition to the proposals I have made I am suggesting that representatives of the International Red Cross, accompanied by Ministers or officials of each Government, should visit the affected areas in each province.

I hope to keep the House informed of developments in Bengal. We are in constant touch with the West Bengal Government and with our Deputy High Commissioner in Dacca and gradually more facts are coming to our knowledge. It is clear that a major tragedy has occurred and it is the duty of both the Governments concerned to restore normality and to succour those who have suffered. I can say that the Government of West Bengal have endeavoured to do this duty with a large measure of success.

(Shri Jawaharlal Nehru)

While the present situation is serious enough and demands constant attention and action, the future problems that it raises are exceedingly grave. There have been vague talks of exchange of populations and of vast numbers of refugees crossing from one country to another. Looked at from any point of view, these suggestions are totally unrealistic. Tens of millions of people cannot be uprooted and transported to distant places. It is true that in Punjab vast migrations took place, bringing infinite suffering in their train. They took place because we became the play of elemental forces and two newly formed Governments had suddenly to face this crisis. There is no such excuse now and both India and Pakistan should have the strength and capacity to perform their primary function of giving security and confidence to their people, whoever they might be. It is not our desire to interfere with the domestic affairs of Pakistan. But it would be idle to say that we do not experience sympathy and anxiety when large numbers of people in Pakistan have to undergo suffering and indignity in an extreme form. We have all along discouraged any migrations and we wish to do so still. But if terror-stricken people come to us for refuge, we cannot say no to them or refuse to give them the help that they stand in need. India and Pakistan may have become two different countries, politically and otherwise separate from each other. But large numbers of people live in each country, who have intimate associations and often relationship with people in the other country, and if they are in trouble, they look to this friendship and relationship.

It seems clear to us that a very large number, if not all, of the members of the minority community of Pakistan have lost all sense of security and live in fear and apprehension. It is the bounden duty of Pakistan, as it is ours also, to inspire confidence so that each country's nationals can live their normal and peaceful lives and practice their vocations. If a country is unable to inspire that confidence and its own citizens are compelled by circumstances to run away to some other place for safety, then the Government of that country has failed to discharge its duties.

There is another aspect of this problem, which affects us, even apart from the humanitarian and other reasons. Communal tragedy in one country produces its reactions on the other. If tragedies occur in Pakistan, they powerfully affect the people of our country and we cannot remain indifferent to them. It is for the Government of Pakistan to consider seriously what the consequences are likely to be, if they are unable to give peace and security to their own citizens. Those consequences happen to affect India also and we cannot remain indifferent to them.

A situation has arisen when there is an incentive to evil-doing. There is not only the incentive to false propaganda meant to incite people, but there is also the incentive that the evil-doer who indulges in loot and arson can get away with it and even profit by it. If a Government is serious in putting down this evil, it must punish the evil-doer and compensate the sufferer. Then only will there be some check.

I should like to make an appeal to our own people in this grave moment of crisis. If they desire that Government should take effective action whenever necessary, they must realise that perfect order and security must prevail in India. There are anti-social elements and communal groups who, in spite of their declared opposition, really function in tune with the intense communalism of Pakistan. These elements have to be checked, because they bring disrepute to our people and weaken the country. Because of the very seriousness of the situation, we have to remain calm and determined and not to indulge in loose language or action, which is improper and harmful.

We have to face many serious problems in our country. Among these is that of Kashmir and the House knows how much importance I attach to it, because

behind it lie vital questions of principle and moral behaviour among nations. This Kashmir matter is being discussed elsewhere. To me it appears that what has happened in Kashmir and what is happening in East Bengal are all inter-linked and we cannot separate them. We want peace in this country and with Pakistan, and I have repeatedly made that offer. But peace and goodwill are not going to come by some superficial arrangement, when these deep-seated causes of trouble and conflict continue. Today the Bengal problem has first priority, because it governs so many other problems. For my part I would like to devote myself chiefly to these particular issues of Bengal and Kashmir which, as I have said, are linked together in my mind. If the methods we have suggested are not agreed to, it may be that we shall have to adopt other methods. I am deeply troubled by recent events and my mind is constantly trying to find out how best I can serve these causes and discharge my duty and my obligation to my people.

TRADE UNIONS BILL

The Minister of Labour (Shri Jagjivan Ram) : I beg to move for leave to introduce a Bill to provide for the registration and recognition of trade unions and in certain respects to define the law relating to registered and recognised trade unions and to certain unfair practices by employers and recognised trade unions.

Mr. Speaker : The question is :

> **"That leave be granted to introduce a Bill to provide for the registration and recognition of trade unions and in certain respects to define the law relating to registered and recognised trade unions and to certain unfair practices by employers and recognised trade unions."**

The motion was adopted.

Shri Jagjivan Ram : I introduce the Bill.

THE RAILWAY BUDGET—GENERAL DISCUSSION.
FIRST STAGE

Mr. Speaker : Now we will take up the first stage of general discussion of the Railway Budget. Before we start, I have to make one request to hon. Members. Many Members are quite new to this House and, therefore, new to me also and I would request them not to change their seats every now and then. It is not possible for me to allot seats in the present set-up; but once they take or occupy a certain seat, they should continue to remain there; otherwise, it is not possible for me to look at a particular Member or get myself acquainted with the features of the Member, so as to call upon him or to find out whether he is present in the House or not. I find that Members change their seats which they have once occupied. I had got prepared a list of Members according to the seats occupied by them. If hon. Members change their seats, they do so at the risk of losing their turn of being called upon either for questions or for speeches.

The House will now proceed with the General Discussion of the Railway Budget. Before the General Discussion of the Railway Budget commences, I have to announce to the House that I fix the maximum time-limit for speeches as 15 minutes for each hon. Member excepting the hon. Minister of Railways for whom 45 minutes or more will be allowed, if necessary. In view of the large number of speakers, I would request hon. Members just to make their remarks to the point and see that they finish their speeches by about ten minutes time. Otherwise, so many hon. Members desiring to speak will have to be disappointed.

An Hon. Member : If one hon. Member's seat is occupied by another hon. Member, is he to report to you ?

Mr. Speaker : I do not except the matter to be reported to me, as I am sure, after this request from me, no Member will try to occupy the seat of another hon. Member.

Thakur Krishna Singh (Uttar Pradesh) : May I know whether we will have to catch the eye of the hon. Speaker every time or will Members be called upon to speak according to the list already before the hon. Speaker?

Mr. Speaker : I have got before me a list, but that does not mean that I am going to call them in the order in which the names are given in this list. The discretion is entirely left to the Chair; and Members, who wish to speak, may just make a gesture, but not stand and begin to speak.

Shri Tirumala Rao (Madras) : I rise to offer my remarks on the Railway Budget presented by my hon. friend, Shri Gopalaswami Ayyangar.

Ever since the hon. Minister has come to occupy the position he is now doing, he has sought to impress his personality on the Railway administration and there are three outstanding contributions he has made and this Railway administration has fallen to his lot at a most critical time in the administration of our country. Just after the fateful riots and as a consequence of Partition the whole Railway system was shaken to the very roots and in 1948-49 the shock of Partition had not completely dissipated and now in 1949-50 we are just turning the corner. In the revised estimates our income has gone up more than the original estimates for the current year and for the coming year a new orientation is sought to be given to the whole administration.

With regard to the new method of looking at the railway finance as related to the general finance, the Convention Committee which was brought into being as a result of the initiative of the Railway Minister, has gone into the whole question under his able guidance. It was said that the hon. Members who had the privilege of serving in the Committee were mere yes-men who had not the elementary knowledge of railway finance and were being led by the nose by the Railway Minister. We always felt that where knowledge and humility go together, where administrative experience and statesmanship are linked together, it is right on our part to follow the lead wherever it is justified in the interest of our country. Mr. Gopalaswami Ayyangar has by his sweet reasonableness and intimate knowledge of the Department, made a contribution which was scrutinised by the members of the Committee with all the experience and intelligence they could command. Therefore they have preferred a lead of an able gentleman like Mr. Gopalaswami Ayyangar, to other people who are more haughty than intelligent.

With regard to the Railway Convention, it is an old story that the relationship between general finance and railway finance was sought to be bifurcated as early as 1924. It was an empirical bifurcation and it depended on the sweet will of the Finance Member and the Railway Member to allocate the profits. Even in 1943 by the time the Railways had accumulated to the tune of 36 crores for payment, the arrangement had to be revised and it all depended upon the agreement or disagreement of both the Railway Minister and the Finance Minister on which these finances were allocated. There was a constant wrangle between these two—for the Finance Minister to get as much from the Railways and for the Railway Minister to give as little as possible.

Now in the light of the past experience it has been decided by the Convention Committee that a dividend of 4 % should be allowed on Capital assets of Railways

which comes to nearly ·8% more than the interest earned by Government in their other investments. This comes to nearly 33 crores—a fixed amount for the next five years to be paid to the general finance. That will enable the Railway Department to plan their future for the next five years and rationalise their plans regarding development of amenities as well as opening of new lines.

Another thing that has been brought about the Depreciation Fund is this. This Depreciation Fund has become an empirical figure which could not be agreed upon by the experts of Railways. It was computed at 1/60 of the total capital of railways. By what calculation it could be arrived at was a difficult matter even for experienced Engineers to know it. If our total assets come to 800 crores, the depreciation fund has to be credited annually with 12 crores even at the rate of 1/60th. The Depreciation Fund is expected to make up for the depreciation and wear and tear of the assets of the railways which are to be replaced every year. A Fund has been renamed calling it the Replacement and Renewals Fund from which all assets as they wear out year after year have to be renewed and the amount is to be debited to that fund and with regard to the Development Fund, there was a Fund called the Betterment Fund which had to its credit nearly 13 crores in the beginning of the year. Now a new fund is created into which this Betterment Fund is amalgamated which is sought to be utilized not only for the amenities of passengers but also to find money for new lines which are not supposed to be remunerative in the earlier years.

By the reorganization of these finances on these lines, the Railway Department is able to programme for the next 5 years and have an assured income. This is the new method of the railway finances organized by the Committee.

Then the second question of the manufacture of locomotives is as old as the railways themselves. If you see the discussions in the old Central Assembly, you will find continuous complaints against the powers that be, that they have never encouraged the manufacture of locomotives in this country. A beginning is made and nearly 6 to 7 crores are being spent this year at Chittaranjan where a huge colony is being built up; but our progress is not commensurate with our needs as the world conditions come in our way with regard to the equipment and machinery that should keep the workshops going. Our workshop is expected to produce 90 engines by 1953 but our requirements come to 200 engines a year. We wanted to import 1200 engines of which we got only 400 recently. Therefore the import programme of locomotives still remains until we are able to develop these locomotive factories on a full-fledged scale which might take 10 years more.

With regard to the reorganization, and regrouping of railways, Mr. Gopalaswami Ayyangar has not been able to give us an inkling about the plans he is working upon. I do not know if he will take the Standing Finance Committee into his confidence before he finalizes these plans.

Generally the longest railway which is under one management is the E.I.R. which has about 6000 miles and the next is G.I.P. and there is a proposal to amalgamate certain of these railways. I had some talks with some responsible officials who are General Managers of these and they feel that a unit more than 3000 miles in length cannot work efficiently. I refer to the proposal to amalgamate M. & S. M. and S. I. railways and the shifting of the Headquarters of S.I.R. to Madras. But we would like to examine the proposal as it is better to give due consideration. If the idea is that the country is to be divided into linguistic units if not in the near future, at least in the next decade, it is necessary that the Railways will as far as possible, serve one contiguous linguistic area, then I suggest that the M. and S.M.R., N.S.R. and a part of the Mysore State Railway can be clubbed together into one and S.I.R. can be kept separately or if it is necessary, S.I.R. and Mysore Railway

[Shri Tirumala Rao]

can be clubbed together and N. S. R. may be amalgamated with the M. & S. M. That has to be examined from an all-India point of view and a rationalized system of regrouping of railways should be arrived at and I hope the hon. Minister will take the Committee concerned into confidence before he finalises these arrangements.

My friend is saying that linguistic rationalisation and amalgamation of railways go ill together. The country and the Government are committed to the administration of the States in the local languages. My friend wants Hindi to be the language of every other State and I hope he has respect for the local languages which we all cherish and want to carry on our administration in the regional languages. For that purpose division of the country on a linguistic basis is inevitable and there must be some co-ordination between the Railway Administration and the administration of the States. We have to regroup the railways in such a way that it is on lines parallel to the local administration.....

Shri Sidhva (Madhya Pradesh): Not necessarily.

Shri Tirumala Rao: I do not want to indulge in any private discussion with my friends during the few minutes at my disposal.

Shri Sidhva: This is not private discussion.

Shri Tirumala Rao: Sir, I want to make some suggestions which are not mentioned in the budget speech. With regard to wireless communications we have the recent experience of two cyclones in two months September and October of last year on the M. & S. M. Railway. There was serious dislocation of railway communications on account of these mishaps and there was neither tele-communication nor telephone communication between the headquarters and other stations and news could not be had for five or six days. Whether for internal security, maintenance of law and order or railway communications the system of wireless communication has to be developed on a large and extensive scale. Bezwada and the neighbouring parts are now passing through a trial and turbulation on account of Communist outrages. They have tampered with the railway lines. They have been doing it in Madura, Salem and other places. Therefore this system of wireless communication has to be developed on an all-India scale so that the safety of the lines may be maintained and there will be uninterrupted communication in the event of difficulties.

With regard to operational expenses I want to go into one item, namely fuel. It costs you Rs. 26 crores, out of which 13 crores are being paid for freight. You have told us that you are charging normal freights for the fuel which you are carrying on your own lines, which fact inflates the cost. It is a matter of book adjustment and I do not know why you should take credit on commercial rates instead of charging actual expenses in carrying your own coal.

The Railway Fuel Committee is going into the question of minimising the use of high grade coal. I do not know the results of the investigations of this Committee and we would like to be enlightened with regard to this matter and we like to know how far you are able to conserve coal and how far you are able to evolve a graded system of utilising inferior quality coal, so that the superior quality coal may be reserved for the industrial development of the country and thus bring down the fuel bill of the country.

In this connection I want to draw the attention of the Ministry to the large multi-purpose hydro-electric schemes that are being brought into existence, like Damodar Valley and other schemes. I would like them to investigate the question as to how far electrification will be possible on the railways, which will ultimately bring down the cost of fuel.

With regard to the amenities for passengers it is guaranteed that 3 crores will be spent every year. It is not a question of intention but it is a question of getting things done. During the last one and a half years the Railways were not able to utilise the money allotted to them for passenger amenities. I do not know what it is due to. You have taken away 13 crores from the Betterment Fund and put it in the Development Fund and you have allotted three crores for yearly amenities. The Railway Board has to infuse more life and energy into their activities and see that the three crores are spent in amenities to passengers.

In this connection I want to draw attention to the state of affairs in Cocanada, of which the hon. Minister knows personally. The Minister of State has visited the place and has seen the great difficulties under which twelve lakhs of passengers are passing through that station every year. You were good enough in the Central Transport Committee to order an investigation into the scheme by which Cocanada will be brought on the main line but unfortunately it has not been included in this year's budget. I would request you to look into the matter and see that an immediate allotment is made for proceeding with the investigation of the scheme. I am thankful to the Government for having allowed the mails to go direct to Cocanada and people are grateful for this amenity which they have been demanding for a number of years.

With regard to catering I want to say one word. It is a vexed question which has been a headache to the railways. It is not a small matter for a man who travels two days and two nights from Madras to Delhi on the Grand Trunk Express. It is a matter of urgent necessity and absolute necessity for the large number of passengers that travel on that line. I want you to stick to a policy where you cannot manage it yourself. The Railway Enquiry Committee presided over by Pandit Kunzru recommended that in the state of affairs in the Railway Board there was no point in taking up catering also under your management. What I want you to do is to abide by the decision of the Central Advisory Council. Though it is advisory in capacity its resolutions are being accepted as a matter of convention and are not given the go by or circumvented by your own interpretations.

[MR. DEPUTY SPEAKER *in the Chair*]

सेठ गोविन्द दास : सब से पहिले मैं श्री गोपालस्वामी आयंगर और सन्थानम साहब को बधाई देना चाहता हूं। अब तक अगर सरकार के किसी महकमे ने उन्नति की है तो वह इन लोगों का महकमा है। हम देखते हैं कि कुछ बातें बहुत दूर तक ठीक हो गयी हैं। आर्थिक दृष्टि से यह विभाग ठीक जगह पर आ गया है। वैगनों (wagons) की अब उतनी कमी नहीं रही और इस कारण जो रिश्वतखोरी पहले थी उसमें भी बहुत फ़र्क पड़ गया है तथा जो यह प्रायोरिटी (priority) पद्धति है वह अब बहुत जल्दी जाने वाली है। तीन श्रेणियां, तीन दरजे अगर ठीक नहीं चले तो सरकार ने लोगों की बात मान ली और फिर से चारों दरजे हमारी रेलों में आ गये हैं। गाड़ियां ठीक समय से पहुंचने लगी हैं। तीसरे दरजे की भीड़ भी कुछ कम हुई है और बड़े स्टेशनों पर जो सोशियल गाइड्स (social guides) रखे गये हैं उनका काम भी ठीक तौर से शुरू हो गया है। इन छः बातों पर मैं उन को बधाई देना चाहता हूं।

पर इसी के साथ आगे क्या करना है इस पर भी मुझे इन दोनों माननीय मंत्रियों का ध्यान आकर्षित करना है। पहली बात जो मैं कहना

[सेठ गोविन्द दास]

चाहता हूं वह यह है कि हम को एक ऐसी स्थिति ले आना बहुत जरूरी है और जल्दी से जल्दी इस को लाना है जिसमें कि हमारे इंजिन, हमारी बोगियाँ (Bogies), हमारी वैगनें और हमारी रेलों का कुल सामान इस देश में तैयार होने लगे और हमको दूसरे देशों का मुंह न देखना पड़े। दूसरी बात मुझे यात्रियों के सम्बन्ध में कहनी है। जहां तक तीसरे दरजे के यात्रियों का सम्बन्ध है नयी बोगियां जिन में चौड़ी बेंचें (benches) हों, अच्छे पाखाने हों, पंखे हों, जल्दी से जल्दी आनी चाहियें। सरकार की योजना थी कि जब तक हम यह बोगियां नहीं बना सकें तब तक हम बाहर से यह बोगियां मंगावें। बाहर से मंगाने वाली बोगियों की संख्या ७०० से ऊपर रखी गई पर यह खेद की बात है कि वह घटा कर करीब ४०० कर दी गई है। मैं इस बात को मानता हूं कि हमारे पास रूपये की कमी है परन्तु आज रेल्वे करीब १४ करोड़ रूपया सालाना कमा रही है।

Shri Santhanam: Sir, probably it may be useful if I inform the hon. Member that we are not getting any kind of bogies from outside.

सेठ गोविन्द दास: अब आपने एक आर्डर (order) दिया है।

Shri Santhanam: It is only for the Technical Aid Programme. But ordinarily all the coaches are made here, as also wagons. Excepting locomotives we are not getting anything from outside.

सेठ गोविन्द दास: बड़ी खुशी की बात है कि बोगियां यहां बन रही तो हैंमैं आपके जवाब के बाद यह जानना चाहूंगा कि इस साल अब तीसरे दर्जे के लिए नई ढंग की कितनी बोगियां बनने वाली हैं। मैं यह चाहूंगा कि जहां तक बोगियों का संबन्ध है वहां दूसरी जगहों पर चाहे खर्चा कम किया जाय मगर इस चीज़ के लिए अगर कर्ज़ा भी लेना पड़े तो इस काम को पूरा करना बहुत आवश्यक है। मगर तीसरी क्लास (third class) की यह बोगियां जल्द से जल्द बननी चाहियें और इस प्रकार की बननी चाहियें जिस प्रकार का ज़िक्र मैंने अभी किया है।

इसके अलावा तीसरे क्लास के यात्रियों के लिए एक बात बहुत ज़रूरी है। इन बोगियों में यात्रा करने वालों की संख्या को हमें मुक़र्रर कर देना चाहिये। चाहे कैसी भी परिस्थिति क्यों न हो हमें उस बोगी मे जो संख्या निश्चित कर दी गई है उस से ज्यादा यात्रियों को यात्रा नहीं करने देना चाहिये। पहले से भीड़ अब कुछ कम हो गई है यह बात तो सच है। लेकिन यह जो संख्या हर बोगियों पर लिखी रहती है वह काम में नहीं लाई जाती है। इस चीज़ का कोई उपयोग नहीं होता। इसलिए मैं यह चाहता हूं कि इस बात के लिए कड़े से कड़े नियम बना दिये जायें कि बोगियों में एक निश्चित संख्या जो यात्रियों की मुकर्रर हुई है उस के ऊपर यात्री यात्रा न करें।

तीसरी बात जो मुझे कहनी है वह यह है कि तीसरे दर्जे के यात्रियों के लिए भी रिज़र्वेशन (reservation) का इन्तज़ाम होना चाहिये। आज जो टिकट घरों

में इतनी भीड़ होती है उस के कारण उन को भी यह आज़ादी मिलनी चाहिये कि अगर वह चाहें तो एक हफ्ते पहले अपने टिकट ले लें और अपना स्थान अपनी बोगी में रिज़र्व (reserve) करा लें।

जनता एक्सप्रेस आज सारे देश में बहुत लोकप्रिय होगई है। इस बात को गोपालस्वामी और सन्थानम साहब दोनों जानते होंगे। अभी तो जनता एक्सप्रेस हर स्थान पर नहीं चल रही है इसलिए मैं चाहता हूं कि जनता एक्सप्रेस की तादाद बढ़ाई जाय और वह सब स्थानों में चलाई जाय।

जहां तक पहले और दूसरे दर्जों के यात्रियों का सम्बन्ध है उनकी बाबत मुझे एक ही बात कहनी है और वह यह है कि इन डिब्बों में सुरक्षा का अच्छा प्रबन्ध नहीं होता है। पहले दर्जे में तो चोरियां भी होती हैं और खून भी होते हैं। इसलिए पहले दर्जे और दूसरे दर्जे के यात्रियों के लिए सुरक्षा का बहुत अच्छा प्रबन्ध होना चाहिये। इस के लिए सब से अच्छा तरीका और उपाय यह है कि खिड़कियों में अच्छी तरह से सीखचे लगा दिये जायें।

श्री त्यागी (उत्तर प्रदेश): सींखचों से मालूम पड़ेगा कि कोई जंगली जानवर बैठा है।

सेठ गोविन्द दास: मुझे तो बहुत कुछ कहना था मगर अब मैं दो तीन बात कह कर समाप्त कर दूंगा। एक बात मैं यह चाहता हूं कि राष्ट्रीय उद्योग के साथ जहां पर ट्रेनें (trains) जंगलों से ऐसे स्थानों से जहां पर पानी की व्यवस्था है अगर डेरियां (dairies) खोली जांय तो बहुत अच्छा होगा। सारे देश में रेलों का जाल सा फैला है और अगणित स्थानों पर रेल ऐसे क्षेत्रों से गुज़रती है जहां पर जंगलों में इफरात से घास और पानी है और जो जंगल सरकारी हैं उन में इस प्रकार की डेरियां खोली जा सकती हैं। जिस तरह से यह राष्ट्रीय कार्य रेलों का हमारी सरकार कर रही है उसी तरह से दूध की भी डेरी खोल कर सरकार कर सकती है। इस तरह से दूध की ट्रेनें भी अच्छी तरह से एक जगह से दूसरी जगह तक चलाई जा सकती हैं। मिलिटरी (Military) की जिस तरह से डेरियां हैं उसी तरह से मैं चाहता हूं कि रेलवे डिपार्टमेंट (Railway department) की भी डेरियां हों। अगर यह काम हो गया तो हमारी जनता को जिस तरह से आज दूध और घी की कमी मालूम हो रही है वह इस तरह के राष्ट्रीय उद्योग को कार्यान्वित करने से दूर हो जायेगी। मैं इस सम्बन्ध में एक पूरी योजना माननीय मंत्री जी के पास भेज रहा हूं।

अब मैं अन्त में अपने प्रांत की कुछ बातें रख देना चाहता हूं। जबलपुर और नागपूर के बीच कोई तेज़ रेलगाड़ी नहीं चलती है। यह बहुत जरूरी है। दूसरा सागर स्टेशन का प्लेटफार्म (platform) खुली जगह पर है, उसको जल्दी से जल्दी शेड करना चाहिये। तीसरा गोंदियां का पुल [illegible]

[सेठ गोविन्द दास]

चाहिये । इस पुल के न बनने से वहां पर जनता को आने जाने में काफ़ी कष्ट होता है । चौथी बात जबलपुर के स्टेशन के लिये रुपया भी मंजूर हो चका है मगर वहां पर अभी काम शुरू नहीं हुआ है । मैं चाहता हूं कि जबलपुर के स्टेशन को ठीक करने का काम जल्द से जल्द शुरू कर देना चाहिये ।

पांचवी बात जो मुझे कहनी है वह यह है कि छत्तीसगढ़ में जो नई रियासतें वस्तर और सरगूंजा आई हैं उन में रेलों का होना बहुत ज़रूरी है क्योंकि यहां पर बहुत बड़े २ जंगल हैं । अगर यहां पर रेलें चलाई गईं तो मुझे आशा है कि सरकार को इन जगलों से काफ़ी लाभ होगा ।

अन्त में मैं एक बात और कहना चाहता हूं वह है ताप्ती वैली (Tapti Valley) की जो रेलवे लाइन भुसावल से सूरत तक जाती है वह खंडवा से जावे । क्योंकि खंडवा और वुरहानपुर में खानदेश और गुजरात से संबन्ध रखने वालों की यथेष्ट संख्या है । दूसरा खंडवा से इन्दौर गाड़ी आती जाती है और इन्दौर से गुजरात आने जाने वालों को दो जगह पर गाड़ी बदलनी पड़ती है । एक तो खंडवा में और दूसरी भुसावल में । इससे लोगों को वहुत कष्ट होता है और उन को गाड़ी के लिए काफ़ी समय तक इन्तज़ार करना पड़ता है । मुझे आशा है कि मिनिस्टर साहब इस ओर अवश्य ध्यान देंगे और जनता इस प्रकार से जो कष्ट उठा रही है उस को दूर करेंगे ।

इतना कहने के बाद अन्त में फिर श्री गोपालस्वामी जी और सन्थानम जी को बधाई देना चाहता हूं और मुझे विश्वास है कि इस वर्ष हम ने जो उन्नति रेल में दिखलाई है अगले वर्ष उस से कहीं अधिक उन्नति होगी ।

(*English translation of the above speech*).

Seth Govind Das (Madhya Pradesh) : At the very outset I wish to congratulate Shri Gopalaswami Ayyangar and Shri Santhanam. If any Department of the Government has made any progress then it is their department only. We see that it has shown an allround progress. From the financial standpoint this department has taken its proper place. Now there is no such scarcity of wagons also and consequently there is a decrease in the amount of bribery and corruption, and this system of granting priorities is also to go soon. If the desired three classes in the trains did not meet the requirements then the Government acting upon the suggestions given by the people re-introduced the four classes. Trains are running punctual. The over-crowding in the third class has also somewhat decreased and the Social Guides, who have been appointed on big stations, have begun working satisfactorily. I wish to congratulate them for these six achievements.

But I have also to draw the attention of both the hon. Ministers towards the future programme. The first point that I wish to submit is that we have to make all possible efforts to create such a state of affairs, and that too very soon, so that we may be able to manufacture our railway engines, wagons, bogies and other accessory parts here and in this country and may not be obliged to depend upon other

countries for them. The second point relates to the passengers. So far as the passengers travelling in the third class are concerned new compartment consisting of broader benches, better lavatories and electric fans should be introduced at a very early date. The Government had proposed to import such bogies from other countries till we do not manufacture them here, and the number of bogies that were to be imported was fixed more than 700. But it is a matter of great regret that the number has been reduced to 400. I acknowledge that we are short of funds but these days the railways are earning more than 14 crores of rupees per year.

The Minister of State for Transport and Railways (Shri Santhanam) : Sir, probably it may be useful if I inform the hon. Member that we are not getting any kind of bogies from outside.

Seth Govind Das : You have placed an order now.

Shri Santhanam : It is only for the Technical Aid Programme. But ordinarily all the coaches are made here, as also wagons. Excepting locomotives we are not getting anything from outside.

Seth Govind Das : It is a matter of great pleasure to learn that coaches are being manufactured here. After you reply I would like to enquire as to how many third class bogies of the new design are to be manufactured this year. As far as the manufacture of bogies is concerned, I would like to submit that may the expenditure on other items be reduced but it is essential for us to complete this work even if we have to take loans for this purpose. The third class bogies must be manufactured at the earliest and they should be of that new design I have referred before.

Besides this one thing more is essential for the benefit of the third class passengers. We must fix the number of passengers travelling in a bogey. Come what may and whatever circumstances may be we must not allow even a single passenger more than the stipulated number to travel in a bogey. It is true that there is not so much over-crowding now. But the practice of allowing only so many passengers in a bogey as are stipulated for that compartment is not being followed. This passenger limit is not at all adhered to. Therefore I wish that strictest and most stringent rules may be framed so that the number of passengers travelling by a certain bogey may not exceed the stipulated number and thus over-crowd it.

The third thing that I have to submit is that reservation facilities be made available to third class passengers also. In order to avoid this heavy rush at the booking office windows they may also be allowed to purchase tickets one week in advance if they like and get their seats reserved in the bogies.

The *Janata Express* has become very popular throughout the whole country. Both Shri Ayyangar and Shri Santhanam must be knowing this. As yet the *Janata Expresses* are not running on all the routes and therefore I wish that the number of these *Janata Expresses* be increased and they may be introduced on all the routes.

As far as the first and second class passengers are concerned I have to submit only so much that in these compartments good devices for the safety of the passengers are not provided. Thefts take place in first class compartments and even murders are committed. Therefore good and efficient arrangements for the safety of passengers travelling in first and second class compartments be made. The best method to ensure safety is that the windows may be filled with strong shutters.

Shri Tyagi (Uttar Pradesh) : If shutters are fitted then it would appear as if some wild beast has been encaged.

Seth Govind Das : I had to say much but I would close after saying a few things. The first thing that I wish to submit is that it would be far better if Government dairies are opened at such places where water supply is plentifully available

[Seth Govind Das]

or where the railway track runs through natural forests. Throughout the country there is a net-work of these Railways and at innumerable places the railway tracks run through such tracts of land where plenty of grass and ample supply of water is available and in forests owned by Government these dairies can be opened. As the Government is managing the railways for the benefit of the country in the same way Government can benefit the country by starting such dairies and at the same time milk-trains can be run quite easily from one place to another. I wish that the railway department also may have its own dairies in the same way as the military department has. If this task is fulfilled then by the nationalization of this industry the scarcity of milk and *ghee*, experienced by the people today, will be removed. I am submitting full details of this scheme to the hon. Minister.

In the end I wish to submit something about my own province. There is no fast train between Nagpur and Jubbulpore. It is very essential to introduce such a train on this route. Secondly the railway platform at Saugor is not a covered one. It should soon be converted into a covered one. Thirdly the Gondia Bridge should be completed before long. As a result of the absence of this bridge the people there are put to a lot of trouble. The fourth point is that money has already been sanctioned for the remodelling of the Railway station at Jubbulpore but the construction work has not begun as yet. I wish that the work of remodelling of the railway station at Jubbulpore should be started at the earliest. The fifth thing that I wish to submit is that it is very necessary to extend railway lines well into the States of Baster and Sarguja the newly merged States of Chattisgarh. It is extremely necessary to extend railway lines to these areas as this whole tract of land is full of very dense forests and if railway tracts are laid there then I hope that the Government would reap huge benefits from these forests.

In the end I wish to submit one more thing. The Tapti valley Railway which runs from Bhusaval to Surat should be extended upto Khandwa, because a major portion of the population of Khandwa and Burhanpur belongs to Gujerat and Khandesh. Secondly there is a direct train service between Khandwa and Indore and the passengers travelling to Gujerat from Indore have to change trains at two places, Khandwa and Bhusaval. In this way the people are put to a lot of trouble and they have to wait for a long time for the connecting trains. I hope that the hon. Minister would take this into consideration and would remove the difficulty that is being experienced by the people.

After submitting so much I once again want to thank Shri Gopalaswami Ayyangar and Shri Santhanam and I am confident that next year the department would show an all round progress f.r mor than that the railway department has shown during this year.

Shri Harihar Nath Shastri (Uttar Pradesh): As I did during previous years on similar occasions I propose to confine my speech to some of those points in the hon. Minister's speech that relate to railway labour.

The hon. Minister has been pleased to observe that conditions of railway labour have been ameliorated. I have no doubt that during the last three years earnest endeavours have been made by the Government to improve the conditions of work of the railway labour. Although, having regard to the rise in the cost of living, the quotations given and the percentage worked out do not establish any appreciable rise in the earnings of railway workers, railway labour is grateful to the Government for all that it is doing.

In this connection I desire to refer to the Joint Railway Advisory Committee. I happen to be a member of that Committee as a representative of what the Railway Minister has styled as "the non-Federation railway labour" which reminds me of the British regime whenmostofour countrymen were styled as "non-Muslims". Any way, as the spokesman of the "non-Federation railway labour", or in other words

the Indian National Railway Workers' Federation, I take this opportunity of stating here that the Joint Railway Advisory Committee, under the able guidance of its eminent Chairman Mr. Jeejibhoy and with the active support and co-operation of both the Railway representatives from the Railway Board and the Labour representatives, is applying itself earnestly in solving most of the problems in connection with the pay structure that railway labour is confronted with. There are only one or two points in this connection that I would narrate here. In its working during the last six or seven months the Joint Railway Advisory Committee has been faced with two or three handicaps which I desire to stress here for the consideration of the hon. Minister.

Firstly, the Joint Railway Advisory Committee is working under the limitations of the Central Pay Commission and to that extent it is finding itself helpless, and I feel a time may come soon—if not soon, after some years—when the pay structure in the Railways may have to be looked into afresh.

The second point that I desire to refer to is that while this Committee has been trying its level best to tackle problems—and in the course of the last six or seven months it has already dealt with about fifty anomalies—I regret to say that there has been considerable delay in implementing the recommendations of this Committee with the result that there is already acute discontent amongst the workers.

Lastly, I desire to state that due regard has not been paid to the recommendations of this Committee with the result that confidence in the working of this Committee is increasingly being shaken. I would just give one instance for the information of the House. There is a class of workers known as "the pre-1931" class who were hard hit due to the recommendations of the Pay Commissione After a good deal of representation the Railway Ministry prepared a scheme to give them some relief. That scheme was put up before the Committee and the Committee after considering the whole matter for five or six months produced a schemwhich no doubt would have resulted in an additional expenditure of a few lakhs That whole scheme was turned down by the Ministry with the result that a lot of discontent and agitation has been going on, as you will find in the Press.

The Minister of Transport and Railways (Shri Gopalaswami) : Is it the hon. Member's contention that the whole thing was turned down by the Railway Ministry, or is it that the particular recommendation was not accepted ?

Shri Harihar Nath Shastri : Yes, that is what I mean to say.

Now let me come to next point which is in regard to the re-grouping of the units of the railway system. Straightaway I might state that this scheme of regrouping has the full support not only of myself but of that section of railway labour which I have the honour to represent here. I have no doubt that this regrouping will lead to increased efficiency and economy in the Railways and that the administrative cost will go down to an appreciable extent. But what I want to point out is that the Minister should have a vigilant eye on such economy so that it may not be misdirected. Only the other day, in reply to a question, it was pointed out that in the Secretariat while a large number of clerks have been "sacked" the number of Joint Secretaries has been going on increasing. I would submit that such a state of affairs should not be perpetuated so far as the Railways are concerned. Already there is considerable panic amongst railwaymen due to rumours of retrenchment. Of course, here I must say that Railway labour in this country must have read with relief and gratitude the statement that he made in this House the other day when he categorically assured that it is not contemplated to launch any scheme of large-scale retrenchment and that in any case such retrenchments will not cover those employees who were employed in 1945 or before that.

[Shri Harihar Nath Shastri]

There are two more points in connection with re-grouping that I would like to state. The first is that in arranging this re-grouping, it should be borne in mind that it does not adversely affect the working conditions as they already exist in the various Railways. Secondly, the nearness to native place and language and mode of living should also be taken into consideration.

Lastly, I should say that before any scheme is finalised, the labour organisations working in the Railways should be consulted.

Mr. Deputy-Speaker : Is the Hon'ble Member likely to continue for long ?

Shri Harihar Nath Shastri : For another seven or eight minutes.

Mr. Deputy-Speaker : Then he may continue after lunch.

The House then adjourned for Lunch, till Half Past Two of the Clock

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The House re-assembled after Lunch at Half Past Two of the Clock.

[MR. SPEAKER *in the Chair*]

Shri Harihar Nath Shastri : In the five minutes I had taken during your absence before the House rose for Lunch, I had dealt with two questions, namely the question of re-grouping and its repercussions on railway and the working of the Joint Advisory Committee.

I now come to the third point, namely, the question of productivity. The hon. Minister has observed that there has been a decline of 30% in the productivity of railway labour. It is difficult to pronounce any opinion in the absence of details on the basis of which these figures have been worked out. All the same, I wish to assure the House that the organisation to which I have the honour to belong is fully conscious of the fact that labour must put in its maximum energy and effort to convert Railways into a most competent and effective instrument towards attaining the objective of economic prosperity of our country. This body has the full support and backing of the railway labour also. As a matter of fact, the House is aware that last time, when there was apprehension of a General strike of Railways in connection with which the Railway Minister showered his praises on one particular organisation, it was really the overwhelming majority of the railwaymen who really deserved congratulation for refusing to fall a prey or play as a tool in the hands of persons and organisations that wanted to exploit the railway workers for their political aggrandisement and averting the crisis that has been referred to in the hon. Minister's speech. As a matter of fact, the situation today is that the labour is anxious to serve the country with sincerity and devotion.

In this connection, there is only one suggestion that I should like to make, and that is this. I am of opinion that a Joint Committee of Productivity in Railways should be set up at the Centre, attended with smaller Committees in various Railways. This is not a novel suggestion. Such Committees have been set up in a number of selected private industries at the instance of the Government of India, and their progress is being watched with interest.

Now, to turn to housing. As is obvious from the speech of the hon. Minister, there has been an increase of about 25% in the number of railwaymen in this country during the last eight or ten years, but the increase in the number of houses has been negligible, with the result that there is a great strain on labour, its health and efficiency. During the last twelve or thirteen months, I have had occasion to visit seven or eight centres of railway labour, and it has really worried me to find everywhere that the condition of housing of railway labour is far from satisfactory.

Lastly, I wish to refer to the Rajadhyaksha Award. The hon. Minister referred to the various amenities provided for railway labour during the last two years. I appreciate all that has been done. One great thing that still remains to be done is the implementation of the Rajadhyaksha Award in respect of hours of work, rest and leave rules, about which there is already a commitment on the part of the Railway Ministry. I do urge that this matter should be expedited without any further delay.

These are some of the points that I have brought to the notice of the House. In doing so, it is just possible that I might have—indeed, I have—criticised some of the things that have occurred to me in connection with the handling of the affairs of railwaymen in this country. If I have done so, it is in a constructive spirit, and I do hope that the few suggestions that I have placed before the House and the hon. Ministers will be taken full note of. I shall be failing in my duty if I sit down without paying my compliments to both the Railway Ministers for all they have done in regard to this particular aspect of the Railway Administration, namely, the tackling of the labour problems.

श्री भट्ट : मैं माननीय रेलवे मंत्री जी को उनके रेलवे बजट के भाषण के लिए बधाई देता हूं, इसलिए नहीं कि उन्होंने आरम्भ से ही यह कह दिया कि न तो कोई दर बढ़ने वाले हैं और न टैक्स पेयर के ऊपर और मुसाफिर के ऊपर कोई और बोझ आने वाला है। लेकिन उन्होंने जिस दक्षता के साथ और कुशलता के साथ अपना केस यहां पेश किया है और उसमें उन्होंने यह दिखाया है कि रेलवे की प्रगति हो रही है और हमें भी यह मालूम होता जाता है कि एक साल पहले हमारी जो हालत थी उससे हम आगे बढ़ते रहे हैं, और जिन मुसीबतों में से हम गुजर रहे हैं उन मुसीबतों का ख्याल करते हुए हमें यह लगता है कि हमने जो प्रगति की है वह संतोषजनक है, और इसलिए मैं माननीय मंत्री जी के भाषण का स्वागत करता हूं और उनके साथ साथ जो भाव उन्होंने प्रकट किया है अपने कारकुनों के बारे में, अपने स्टाफ के बारे में और रेलवे बोर्ड के बारे में, उन सबको भी हम इस हाउस के जरिये बधाई देते हैं।

एक बहुत बढ़िया बात हुई है जिसको देख कर यह कहा जा सकता है कि जब हमारे रेलवे बोर्ड के भाई और रेलवे वाले अपने दिल में निश्चय कर लेते हैं तो वे कोई भी मुसीबत वाला काम जल्दी से कर पाते हैं और उसका एक उदाहरण उन्होंने हमारे सामने रखा है और वह है आसाम लिंक रेलवे का। इस १४३ मील के काम को उन्होंने समय से पहले ही कर दिया और इससे हमारी एक बड़ी झंझट दूर होगई नहीं तो हमारे सामने पाकिस्तान के बहुत से सवाल आ जाते, हम अपने भाईयों को किस रीति से सुविधा पहुंचाते, किस रीति से माल उनके लिए पहुंचाते और किस रीति से मुसाफिरों को ले जाते। यह प्रश्न बड़ा मुश्किल होता। लेकिन इस प्रश्न को

[श्री भट्ट]

जिस हिम्मत और कुशलता से हल किया गया उस के लिए में उनको बधाई देना चाहता हूं।

इसके साथ साथ जो अब एक महीने के बाद माल गाड़ी की प्रायरिटी (priority) के बारे में कदम उठाया जायगा और उसे खत्म कर दिया जायगा इससे एक प्रकार से माल के आने जाने में बहुत कुछ सहूलियत होगी।

यह सवाल आज का सवाल नहीं है, आज ब्लेक मार्केट ज्यादा है, इसमें कोई संदेह नहीं है, लेकिन १९२१ में भी जब ऐकवर्थ कमेटी बैठी थी, उस समय भी इस गुड्स वैगन के बारे में एक मिसाल दी गई थी कि एक वैगन (wagon) का ८०० रुपया उन दिनों में भी देना पड़ता था और उस समय भी इतनी लूट खसोट थी, इतनी रिश्वतखोरी थी और तभी से हम लोग कोशिश कर रहे हैं कि इस चीज़ को हम निकाल दें। हमारी यह आशा है कि यह जो ब्राईब देने वग़ैरह का सवाल है, अब बन्द हो जायेगा और उसके बाद हमारा काम बहुत सहल बन जायगा। हमारी सब की कोशिश है और होगी कि यह रिश्वतखोरी बन्द हो, लेकिन यह थोड़ी बहुत तो जारी रहती ही है। व्यापारी लोग अपना माल जल्द पहुंचाना चाहते हैं और जल्द काम करवाना चाहते हैं, इसलिये वह इस प्रकार की रिश्वतें देते हैं और वह ज़रूर गुनहगार हैं। हमारे रेलवे बोर्ड के आदमी सब लायक़ हैं और वह ज़रूर सोचेंगे कि उनको किस प्रकार से नाबूद कर सकें, इसकी वह तरकीब निकालेंगे, क्योंकि वह दिनरात २४ घंटे इसके पीछे लगे हुए हैं।

इसके सिवा और जो दूसरी बात है, वह लेबर के बारे में है और लेबर को सहूलियत देने के बारे में है। उनको तनख्वाह वगैरह में, उनके रहने आदि की सुविधाओं में हम आगे बढ़ रहे हैं और तरक्की कर रहे हैं। अगर्चे मुझे कहना चाहिये कि बहुत सी छोटी छोटी बातें जो होनी चाहिये, वह जल्दी नहीं होती हैं। जैसे कि मैं एक मिसाल देना चाहता हूं। कई महीनों पहले आबू रोड के लोको क्वार्टर्स हैं, वहां थोड़ी सी बत्तियां लगवा दीजिये, नल पानी के लगवा दीजिये, संडास की सहुलियत करवा दीजिये। जिससे उनको बारिश के दिनों में मुसीबत न उठानी पड़े। मैं समझता हूं कि उसके लिये हुक्म भी निकल चुका था, ऐसा भी मुझे कहने में आया, लेकिन इन हुक्मों को शायद आबू रोड के इनजिनियरिंग डिपार्टमेंट में पहुंचते पहुंचते कई महीने निकल गये और अभी तक वह वैसा का वैसा ही है। ऐसी चीजों का हल हम जल्दी करें, तो ज्यादा सन्तोषप्रद होगा। और जब लोग अपनी आंखों के सामने ऐसी चीजें देखते हैं, तो उनको एतराज पैदा होता है और असन्तोष पैदा होता है। अभी उन्होंने बतलाया

है कि वर्कस (works) में जो दस हज़ार रुपये की मर्यादा (Limit) थी, उसको बढ़ा कर २५ हज़ार रुपया कर दिया है, उससे बहुत फ़ायदा होगा और इससे बहुत कुछ लोगों को आराम और सुविधा जल्दी मिलेगी । कुछ बातें जो उन्होंने बतलाई हैं और उनके लिये हम उनकी सराहना भी करते हैं । मैं चन्द मिनटों में क्या क्या कहूं ? इसका मुझे ख्याल नहीं आता है, लेकिन मैं जिस चीज़ की तरफ़ आप का ध्यान दिलाना चाहता हूं, वह चीज़ यह है कि सारी रेल आमदनी का एक तिहाई हिस्सा तीसरे दर्जे के मुसाफरों से मिलता है। लेकिन इस एक तिहाई हिस्सा देने वालों के लिये हम क्या कर रहे हैं, इसको ज़रा सोचिये । १९२१ की रिपोर्ट से मैं शुरू करना चाहता हूं । लेकिन मैं उसमें से पढ़कर नहीं सुनाना चाहता हूं, उसमें जितनी दिक्कतें थीं, उनमें आज पहले से बढ़ोतरी हुई है । लोग आज पहले से ज़्यादा मुसाफ़िरी कर रहे हैं, फिर हमारे दूसरे भाई जो पाकिस्तान से आये हैं, उन लोगों को भी आने जाने में लोगों की बढ़ोतरी हो गयी है । इसी तरह से आज तीसरे दरजे की हालत पहले थी, उससे बुरी है आने जाने के लिये । आज एक डिब्बे में मुसाफिरों के बैठने के लिये जितनी जगह होती है, उससे चार गुने आदमी वहां आजकल बैठते हैं, तब आप क्या समझते हो और टिकट चेकर का डिब्बे में घुसकर हर एक आदमी से उसका टिकट मांगना नामुमकिन हो जाता है । इसके लिये क्या करना चाहिये, यह मुझे तो मालूम नहीं । कहा जाता है कि हम कोशिश कर रहे हैं और १२७ गाड़ियां बढ़ाई हैं और बहुत सी गाड़ियों को एक्सटेंड किया है, वह सब तो आप कर रहे हैं, लेकिन सवारियों की मुसीबत पहले जैसी है । और उनको सहूलियत देने के लिये जो कुछ हो सकेगा हमारे माननीय मंत्री जी मुझे पूरी आशा है करेंगे । मैं कहना चाहता हूं कि तीसरे दरजे के जो मुसाफिर होते हैं, वह इतना पैसा देते हैं, लेकिन उनके कम्पार्टमेन्टस् (compartments) की गन्दगी देखिये, उनके संडासों को देखिये, उनके वहां की रोशनी को देखिये, इन सब को देखकर आप हैरान परेशान हो जायेंगे । मैं जान बूझकर कभी कभी थर्ड क्लास में जाता हूं और मैं वहां की हालत देखता हूं कि वहां क्या होता है ।

श्री सिधवा : अपने भाई वहां खुद गन्दगी करते हैं ।

श्री भट्ट : तो क्या वह पहले दरजे में गन्दगी नहीं करते हैं, दूसरे दरजे में नहीं करते हैं, क्या सिर्फ़ तीसरे ही दरजे में लोग गन्दगी करते हैं । क्या पहले दरजे में बैठने वाले वह बहुत साफ़ सुथरे रहते हैं । अगर मेरे भाई सिधवा जी मेरे साथ आजांय, तो मैं बतला दूं कि वह और हम खुद कितनी गन्दगी करते हैं । मैं तो समझता हूं कि

[श्री भट्ट]

स्वच्छता का सब को ख्याल रखना चाहिये और मेरे विचार से तो जितना ख्याल पहले दरजे वाले करते हैं, उतना तीसरे दरजे वाले करते हैं, लेकिन उनकी हालत दूसरी होने से वह लाचार बन जाते हैं।

मैं आपका ध्यान दिलाना चाहता हूं कि जिन गाड़ियों मे ४०-४५ घंटे तक मुसाफिरों को बैठना पड़ता हैं, उनमें एक मर्तबा भी सफ़ाई करने वाले आदमी नहीं आते। दिल्ली में गाड़ी तीन घंटे पड़ी रहती है, लेकिन उसकी कोई सफ़ाई नहीं होती। गाड़ियों में कचरा पड़ा रहता है, गन्दगी रहती है बंबई को एक लोकल गाड़ी का उदाहरण लीजिये। गाड़ी बोरीबल्ली में रात भर पड़ी रहती है, सुबह चलती है, तब भी उसमें कचरा है। इसकी जिम्मेवारी किन पर है? और हमें देखना चाहिये कि यह बदइन्तज़ामी न रहने पाये। मैं चाहता हूं कि इन चीज़ों को आप तत्काल दूर कीजिये। sm-

एक तीसरी बात है, बहिनों के लिये जो अलग डिब्बा रक्खा जाता है, तो उसमें ज्यादा स्थल स्पेस (space) देना चाहिये, जिससे वह आराम से लेटें वा बैठें। उनको सफर में बड़ी मुश्किल पेश आती है। जहां तक बिना टिकट के मुसाफिरी का ताल्लुक है उसके कई कारण हैं। बुकिंग आफिस की असुविधा एक है। बिना टिकट वाले कैसे भाग छूटते हैं। अभी मैं अजमेर गया था यहां सुना कि आउटर सिगनल पर क़रीब क़रीब सारी गाड़ियां ठहर जाती हैं, जिससे बिना टिकट के मुसाफिरों को वहां उतर जाने और चुंगी वसूली से बच कर निकल जाने का मौका मिल जाता है। अजमेर को दिल्ली से जाने वाली और खंडवा से अजमेर आने वाली गाड़ियों के बारे में यह होता है। और संभव है ऐसा और दूसरी जगह होता हो। यह क्यों होता है, कौन क्यों कर वाता है इसकी जांच होनी चाहिये। और आप देखियेगा कि एक तरह से आउटर सिगनल्स पर गाड़ियां ठहराने का रिवाज सा बन गया है और मैं इस तरफ़ आपका ध्यान दिलाना चाहता हूं। सोशल गाईड्स (Social guides) या ट्रेनकनडक्टर (Train Conductor) जो होते हैं वह सिर्फ़ बड़े आदमियों को ही मदद देते हैं जो पहले या दूसरे दरजे में सफ़र करते हैं और उनके खाने और दूसरी सहूलियतों की तरफ़ ध्यान देते हैं, लेकिन होना यह चाहिये कि तीसरे दरजे में जो हमारी जनता है उसकी मुश्किलों की तरफ उनका ध्यान जाना चाहिये।

लेकिन हमारा ध्यान जो सबसे बड़ा हिस्सा जनता का है उसकी तरफ नहीं जाता है। सोशल गाईड्स काम के हैं जैसा रेलवे बोर्ड की खुद की रिपोर्ट

में है, तो मेरी समझ में नहीं आता कि अजमेर और बम्बई सैन्ट्रल (Bombay Central) स्टेशन से वे क्यों हटाये गये हैं? दूसरे स्टेशनों पर बढ़ाने के बजाय यह क्यों किया गया है? इतना ही मैं इसके मुताल्लिक कहूंगा। इसके बाद में जो वर्गीकरण है, क्लासीफिकेशन है, उसके बारे में ज्यादा नहीं कहूंगा क्योंकि हमें क्लासलैस सोसायटी (Classless Society) बनानी है। तो मैं तो चाहता हूं कि अगर कोई रैडिकल (Radical) चेंज करना है तो सब के सब क्लासेज निकाल दीजिये, सब को एक ही दरजे में बैठने दीजिये। तब मालूम हो जायगा कि किस रीति से मुसाफ़िरी होती है और किस तरह की तकलीफ़ लोगों को होती है। मैं सेंट्रल एडवाइजरी कमेटी में हूं और मैंने इसका विरोध किया है लेकिन मैं यह मौका लेना चाहता हूं यह कहने के लिये कि जो आपका यह क्लास टू एस (Class II-Special) है इससे बहुत गोलमाल पैदा हो गयी है। आपको उसका ख्याल नहीं है। हमारे जो जन साधारण हैं वह इसको नहीं समझ सकते हैं और वह बहुत गड़बड़ में पड़ जाते हैं। मेहरबानी करके आपको चार दरजे रखने हैं तो सीधे साधे रख दीजिये, थर्ड क्लास, इंटर क्लास, सैकंड क्लास और फ़र्स्ट क्लास। तो इस प्रकार की मुसीबत से लोगों को बचाइये। आप मेहरबानी करके इस पर फिर से विचार करें और मैं आशा करता हूं कि आप इस पर फिर विचार करेंगे।

एक बात यहां लोकोमोटिव (Locomotives) की कही गयी कि.....

Mr. Speaker: Order, order. The hon. member is exceeding his time considerably. He may finish his sentence.

श्री भट्ट : ५१ लोकोमोटिव (Locomotives) आये हैं। लेकिन मेरी जानकारी है कि दिल्ली और अहमदाबाद के बीच एक भी इंजिन नया नहीं आया है। बल्कि यहां से इंजिन ले कर आसाम लिंक में भेजे गये हैं। यहां अभी जो रेलें ठीक तौर से चल रही हैं वह शायद फिर अनियमित हो जायेंगी और पंक्चुयलिटी (punctuality) का परसेंटेज (percentage) कम हो जायगा। दूसरी बातें मैं जब और मौका मिलेगा तब कहूंगा।

(*English translation of the above speech*)

Shri Bhatt (Bombay): I congratulate the hon. Minister for Railways for the Budget speech delivered by him, not because that he stated at the very outset that neither the railway fare is to be increased nor is any burden to be imposed on the tax payer and the passengers, but for the dexterity and skill displayed by him in presenting his case before this House. He has pointed out that Railways are heading towards progress and we also realize that we are moving farther than before, and keeping in view the difficulties through which we are passing, we feel that the progress made by us is quite satisfactory. It is, therefore, that I welcome the speech made by the hon. Minister and associate ourselves with th

[Shri Bhatt]

feelings expressed by him in respect of the Railway Board and officers and men working under their control and offer our congratulations to all of them through this House.

An excellent achievement has been made and as a result of which it can be asserted that if the officers attached to the Railway Board and our railway workers once make up their minds, then they can finish any difficult task assigned to them in as short a time as possible and he has placed before us an example of the Assam Rail Link in this connection. They completed the work of constructing this line covering 143 miles before the target date and this relieved us of a great botheration otherwise we would have been faced with many problems created by Pakistan—how to render facilities to our brethren—how to transport goods intended for their use and how to carry the passengers? This problem would have assumed serious proportions. But I would congratulate him for the courage and skill with which this problem has been tackled.

Further, the steps which are contemplated to be taken after a month in regard to the abolition of the priority system for the allotment of goods wagons would considerably facilitate the transport of goods. This is not only the question of the day—there is no doubt in it that the black-market is at its height to-day—but in 1921 also when the Ackworth Committee was set up, the system of allotment of these goods wagons was discussed, and an instance was quoted that even in those days Rs. 800/- had to be paid per wagon. So much corruption was prevailing and since then we are trying to eradicate this evil. We hope that the question of giving bribes etc. shall now be put to an end and as a result of this our task will be very much facilitated. All of us endeavour and shall do so that this corruption should be checked, but this continues to exist in some form or the other The business community want to have their goods despatched early and get their work done without any delay. To achieve this end, they offer bribes and they are definitely guilty. Our Railway Board consists of very capable officers and they will surely think and evolve some method as to how this can be eradicated because the are very seriously thinking over it for all the twenty-four hours.

Apart from this, another thing which I have to say is in respect of labour and the grant to them of necessary facilities. We are stepping forward and making a rapid progress in the matter of their pay and allowances and housing facilities. Nevertheless, I must say that considerable delay is involved in the disposal of very petty things which should not normally take long. To illustrate this, I would quote an example. I understand that orders have been issued since the last so many months for the installation of a few lights and water taps, provision of latrine facilities etc. in the Loco Quarters at Abu Road, in order to relieve the workers of the distress which they have to face during the rainy season. But it took many months to communicate these orders to the Engineering Department at Abu Road and even uptil now no action has been taken in the matter. We should find an early solution of such things and it would produce more satisfaction. When the people see such things with their own eyes, they raise an objection to this and it leads to dissatisfaction. He has just now stated that the financial limit in respect of works has been raised from Rs. 10,000 to Rs. 25,000 and this would prove very advantageous and soon afford considerable comfort and facilities to many people. We also appreciate him for many things which he has told us. What should I say in these few minutes? I cannot think of this. But the one thing to which I would like to draw your attention is that the Railway derives one third of its gross earnings from the third class passengers, and you may just think as to what we are doing for the benefit of those who are contributing towards this 1/3rd share. I would like to review this commencing from the 1921 Report. But I do not want to quote from that whether the number of difficulties mentioned therein has been further raised to-day To-day the people are travelling more and the traffic has been further increased.

owing to the movement of our brethren who have migrated from Pakistan. Thus the condition of third class travel is no better off to-day than it was previously. Now-a-days a compartment is huddled up with four times the number of passengers for which it is reserved. Do you realize that under such conditions it is not possible for a Ticket Checker to enter the compartment and demand ticket from every passenger? At least, I do not know personally as to what should be done to countenance this. It is said that we are trying and 127 trains have been introduced and many trains extended. You are doing all this, but the plight of the passengers is almost the same as before. I fully hope that our hon. Minister shall do his best to give them greater facilities as far as possible. I would like to say that the third class passengers pay so much money, but you may just see the filthy condition of their compartments and latrines and the lighting arrangements provided therein. You will be wonder-struck to see all these. Sometimes, I intentionally travel in third class with a view to see the conditions prevailing there and also what actually happens there.

Shri Sidhva : Our own brethren themselves create filth there.

Shri Bhatt : Then, do they not create filth in the first and second class compartments; do the people create filth only in the third class compartment? Are the people travelling in the first class very neat and clean? If my hon. friend Mr. Sidhva accompanies me, then I will tell him that how much filth he and myself create. I think that everybody should take care of cleanliness and according to my mind, the third class people are as much chary of cleanliness as the first class passengers are, but they are helpless as they are placed in a different condition. I would like to draw your attention towards those trains where people have got to sit for 40—45 hours and the cleaners do not turn up even once to look after the compartments. At Delhi, the train is hauled up for three hours, but it is not all cleaned. The filth continues to lie in the compartments and they look dirty. Take the instance of some local train in Bombay. A train is berthed at Vori Bally Station for the whole night and it starts from there on the next day morning. Even then the filth remains there. Who is responsible for all this? We should also see that such a mismanagement is not allowed to continue. I would urge that such a state of affairs should be remedied immediately.

Thirdly, more seating accommodation should be provided in the third class compartments reserved for the ladies so that they may be able to sit or lie there comfortably. They have to face great deal of hardship in the course of travelling So far as the ticketless travellers are concerned, there are many reasons for this One of these is attributable to the mismanagement of the Booking Office. How do the ticketless passengers run away? I had recently gone to Ajmer. There I heard that almost all trains are stopped at the outer signal and thus an opportunity is afforded to all the ticketless passengers to get down from the train at that place and to make good their escape and also evade the payment of the Terminal Tax. This happens in regard to the trains going from Delhi and those coming from Khandwa to Ajmer. It is just possible that this might happen at other places also. Why does this happen? Who is responsible for this ? All this should be investigated. You will see that it has become a regular practice to stop the trains at the outer signal, and I would like to draw your attention to this aspect. The Social Guides and the Train Conductors assist the big people only who travel in the first and second class and devote attention towards providing them with meals and other amenities. But on the contrary, they should pay their attention for removing the difficulties experienced by the third class passengers, and we do not pay any attention to them who constitute the largest unit of our society. The Report published by the Railway Board themselves states that the Social Guides are useful. So I fail to understand why they have been removed from Ajmer and Bombay Central stations? Why have such steps been taken instead of increasing their strength at other stations? I will say this much only in this respect.

[Shri Bhatt]

After this, I will not say much about the classification because we have to form a classless society. Therefore, I would urge that in case any radical change is to be introduced, then all the classes should be abolished. Let everybody travel in one and the same compartment. Then you will know how you travel and what are the hardships experienced by the public. I am a member of the Central Advisory Committee and I have opposed this. But I would like to avail myself of this opportunity to say this that your Class II—Special creates a lot of confusion. You do not think of this. Our common folk do not understand this and they are considerably confused. If at all you are keen to retain the four classes, then please do it straightaway *e.g.*, third, inter, second and first class and thus save the public from this sort of botheration. I would request you to kindly reconsider this once again and I hope that you will do so. Another thing which has been mentioned here is in respect of locomotives that....

Mr. Speaker : Order, order. The hon. Member is exceeding his time considerably. He may finish his sentence.

Shri Bhatt : 51 locomotives have been imported. But my information is that not a single engine has been put on Delhi-Ahmedabad line. But, on the contrary, some of the engines running on this section have been transferred to the Assam Rail Link. This will perhaps set back the punctual running of trains on this section and thus reduce the percentage of punctuality. Other things, I would say when an opportunity arises.

श्री रामराज जाजवारे : यह अत्यन्त महत्वपूर्ण समय है जब पहले पहल स्वाधीन भारत का रेलवे बजट (Budget) इस संविधान में दाखिल हुआ है। इस स्वाधीन भारत के रेलवे बजट पर बहस करने के लिये हम सरकार के अंग होते हुए आलोचना के लिये ही आलोचना नहीं कर सकते वरन् हमें कुछ सहयोग की और आनुषंगिक बातें कहनी चाहियें। इसी विचार से हम कुछ बोलने के लिये खड़े हुए हैं। निःसंदेह मंत्री महोदय ने कठिनाई में काम सौंपा था।

हमारे ऐसे योग्यतम् मंत्री गोपालास्वामी जी की बजट स्पीच (Budget speech) के बाद उसकी आलोचना करने की जो बात है और उसमें सरकार में और हम में जितना अन्तर है उसको देखते हुए आप सोच सकते हैं कि वह कितना कठिन काम है। और फिर जब उसी सरकार के अंग होते हुए हम जवाबदेही से बोलना चाहें तो एक शंका पहले ही उठती है कि नीति के अनुसार हम "मा ब्रूयात् सत्यमप्रियम्" यानी सत्य होने पर भी अप्रिय न बोलें। इसी तरह एक और दूसरी बात है जो युधिष्ठिर के संवाद में मिलती है कि "हितं मनोहारी च दुर्लभं वचः"। हित का हो और मनोहर भी हो ऐसी बात तो दुर्लभ होती है। कोई आदमी कहे कि हम हित की बात कह रहे हैं और मिठास से कह रहे हैं तो शायद यह बहुत मुश्किल हो जाता है। तो इसलिये मैं पहले ही बहुत विनय से गोपालास्वामी जी से कहूँगा कि आलोचना में ऐसी कोई बात आ जाय तो अपना ही अंग जान कर, घनिष्ट समझ कर, क्षमा करेंगे।

श्री आर० के० चौधरी : क्या आप ने कहा, समझे नहीं ?

Mr. Speaker : Order, order. He is an old member. He knows the rules well.

श्री रामराज जाजवारे : बात कही जाती है कि वस्तुओं की कमी है और उनके अभाव के कारण लोगों को कुछ कष्ट है–पूर्ति के लिये निर्माण जरूरी है अत: लोकोमोटिव (locomotive) पर नजर पड़ती है। चित्तरंजन लोकोमोटिव का कारखाना मेरे ही जिले में है इसलिये मुझे उसको देखने का सौभाग्य हुआ है। और इस कारण में कह सकता हूं कि उसके काम को बहुत ढिलाई से लिया गया है। उस का काम कुछ ऐसे इतस्तत्व से लिया जाता है कि क्या जाने वह काम कैसे होगा, कब होगा इसका अन्दाज़ा कुछ नहीं मिलता। और इसका जो कुछ अन्दाज़ा मिलता भी है तो उससे यह भावना होती है कि शायद सरकार के पास प्लानिंग (planning) की और कोआर्डिनेशन (Coordination) की कोई चीज़ नहीं रहती। हाचपाच वे (hotch-potch way) में जो होता रहता है वह होता रहता है ऐसी स्थिति में मैं एक बात आप से कहूं कि कारखाना आरम्भ करने पर जो पहली चीज़ की जरूरत होती है वह ही वहां नहीं होती। सब से पहले सामान भेजने के लिये सड़क चाहिये मगर वहां पर सब सामान बगैर सड़क के बनाये ही भेज दिया जाता है और वहां की कच्ची सड़क पर ही बड़े बड़े अत्यधिक सामान ढोने की चेष्टा की गयी जिसके कारण सामान का तो नुकसान हुआ ही लेकिन नागरिकों को फ़ायदा पहुंचने के बजाय हानि पहुंचो और उसका भार हम सब आदमियों पर पड़ता है। खाली वहां की सड़क की ही दुर्दशा हुई यह बात नहीं, वहां के स्वास्थ्य पर भी अनुचित प्रभाव पड़ा और फिर उसकी सुनवाई भी नहीं होती। प्रश्न पूछने पर कहा जाता है कि प्रांतीय सरकार को लिखा गया है कि बाज़ार कम करो। भला ऐसा काम कैसे किया जाय और बाज़ार कम हो यह कल्पना कौन कर सकता है, यह मैं नहीं समझ सकता। यहां बाज़ार कम करने की बात नहीं है, वहां के लिये व्यवस्था करने की बात है। उसमें सरकार को सहायता करनी चाहिये।

दूसरी चीज़ लाइन के बढ़ाने की बात सुनी जाती है। सरकार बहुत व्यस्त है, चेष्टित है, कि बहुत लाइन बढ़ावेगी। पाकिस्तानी विभाग के कारण जो कठिनाई आ गई है उस पर ख़ूब ध्यान देना चाहिये। लेकिन बात एक यह है कि हमारे बिहार में तीन पहाड़-राजमहल की एक लाइन जो कुछ रुपये के खर्चे से ही बन सकती है और जिससे मालदह और वेस्ट दिनाजपूर के भाग को मिलाने में सहूलियत हो सकती है उस पर

[श्री रामराज जाजवारे]

ध्यान नहीं दिया जाता है यद्यपि वहां मकान मौजूद हैं, स्टेशन हैं और रेलवे का सारा सामान पड़ा हुआ है । कोई भी कारण नहीं मालूम होता । यह वजूहात देना कि पैसा नहीं है इससे हम लोगों के दिमाग में यह बात घर कर जाती है कि ध्यान देने की जरूरत नहीं है । यह बात तो मैं नहीं कह सकता कि वह वस्तुस्थिति से अनभिज्ञ हैं जैसे कि हमारे और भाई कहते हैं कि हवा पर उड़ कर हवाई बातें करते हैं और आकाश की कल्पना करते हैं । ऐसी हमारी स्थिति नहीं है । मैं समझता हूं कि उनको लोकस्थिति का पूरा ज्ञान है और वे वस्तुस्थिति से पूरे परिचित हैं । ऐसी स्थिति में अगर इन कारखानों पर नजर डाली जाय तो काम ठीक हो सकता है । पाट के लिये, जूट (jute) को लाने के लिये बड़ी बड़ी चेष्टा होती है लेकिन जूट भेजने की जो व्यवस्था हो सकती है उस पर ध्यान नहीं दिया जाता । संताल प्रगना और छोटा नागपुर में कोई चेष्टा नहीं हो रही है । जहां पर कोयला भरा पड़ा है, हजारी बाग में और संथाल परगने में, वहां रेल की व्यवस्था नहीं की जाती। मधुपुर से दुमका संथाल परगना में जो रेल की योजना होने को थी वह थोड़ी जांच हो कर स्थगित हो गई । मालूम नहीं होता कि क्या हुआ । और जो कारण दिये जाते हैं उससे सदा सरकार की अल्पकालीन और दीर्घकालीन योजनाओं का अभाव मालूम होता है ।

ऐमेनिटीज (amenities) पर बहुत आलोचना हुई है । मालूम होता है जैसे ऐमेनिटीज के पहाड़ लाद दिये गये हैं । सब तृतीय श्रेणी के लोगों के लिये और रेलवे पैसेंजर्स (passengers) के लिये, सब प्रकार की सुविधायें दी गई हैं । मैं एक उदाहरण अपनी जगह का देता हूं । वैद्यनाथधाम ऐसी जगह है जो समूचे हिन्दुस्तान के लिये विख्यात है । वहां देवघर और जैसीडीह की ऐमेनिटीज क्या हैं कि जल के अभाव के कारण आसनसोल से जल लाने की वहां व्यवस्था होती है । ऐसी व्यवस्था जहां हो और लोग ऐमेनिटीज की दुहाई दें तो क्या किया जाय। म्युनिसिपैलिटी (Municipality) वालों से कहा गया तो मालूम हुआ कि टर्मिनल टैक्स (terminal tax) चाहिये । अगर गवर्नमेंट टर्मिनल टैक्स बैठाने की इजाजत नहीं दे सकती तो वहां क्या व्यवस्था की जा सकती है । यह नहीं होना चाहिये कि रेलवे के काम पर भार उन पर लाद दिया जाय और इसकी जिम्मेदारी से रेलवे अलग हो जाय ।

सुविधा और मुनाफे के ख्याल से भी रेलवे का एक्सटैनशन (extension) करना एक साधारण बात है और यह काम रेलवे का है । बख्तियारपुर रेलवे

लाइन (railway line) को भी लेना जरूरी है मगर अभी तक सरकार का ध्यान इस ओर नहीं गया है। जहां मेलों के लिए, कुम्भ के मेलों के लिए हमारी सरकार बहुत खर्च कर रही है वहां पर वह बख्तियारपुर रेल्वे लाइन को नहीं ले रही है। ऐसे मेले के समय में उसको व्यापारिक दृष्टिकोण की उपयोग में लाना चाहिये था। मेलों और इसी प्रकार के दूसरे व्यवसायों के समय सरकार आने जाने के लिए रिटर्न टिकेट (return ticket) पहले दिया करती थी। इसके कारण यात्रियों को भी सुविधा होती थी और सरकार की आमदनी भी काफ़ी बढ़ जाती थी। सरकार को उसी प्रकार की व्यवस्था अब भी करनी चाहिये।

रेल्वे बजट सरकारी जमा खर्च का बहुत बड़ा भाग है और सम्पूर्ण भारत के नागरिक इससे संबन्ध रखते हैं। आबादी के हर ४०० में १ व्यक्ति इस विभाग में काम करते हैं अतः सो घरों में १ व्यक्ति इस पर निर्भर करता है इन कारणों से साधारण तौर पर लोगों का ध्यान रेल्वे कर्मचारियों की ओर जाता है। पर कर्मचारियों को सुविधा के साथ कर्तव्य और जवाबदेही को भी चाहिये। पहले हमारे देश में जो कुछ भी आलोचना की जाती थी उस के ऊपर साधारणतः कोई ध्यान ही सरकार की ओर से नहीं दिया जाता था। मगर आज हमारा देश स्वाधीन हो गया है। इसलिए सरकार को बड़ी गम्भीरता से ध्यान देना चाहिय कि स्वाधीन भारत के प्रतिनिधि यहां पर बोल रहे हैं। जो कुछ हम कह रहे हैं सरकार को इन बातों पर ज़रूर ध्यान देना चाहिये और उसकी तरफ आंख बन्द नहीं करनी चाहिये। जो कुछ हमारे में त्रुटियां हैं उनको ज़रूर दूर करना चाहिये। लेकिन मेरा ख्याल है कि हमारा मंत्री मंडल बड़ा जानकारी है। लोगों के कल्याण के निमित्त वह काम कर रहा हैं। इस लिए वह लोगों के कष्टों को नहीं भूलेंगे। जिस तरह दूसरे स्वाधीन देशों की जनता को हर प्रकार की सुविधा होती है उसी प्रकार हमारे देश में भी जनता को वही सुविधा उपलब्ध होगी। यहां पर सब प्रकार की सहूलियत लोगों को मिलनी चाहिये जो कि एक स्वाधीन देशवासी को उपलब्ध होती है।

(English translation of the above speech)

Shri Ramraj Jajware (Bihar): The present is a most memorable occasion when the Railway Budget of Independent India has been presented under the new Constitution. By virtue of our being a part and parcel of the present Government, I think, we cannot criticize a measure merely for the criticism sake. We should, rather, offer some constructive suggestions as well as our co-operation. With these thoughts in my mind and also taking into consideration the undoubted fact that the hon. Minister had taken over under very difficult circumstances, I stand here to speak at the moment.

You can well visualize the difficulty in offering any helpful criticism after hearing the Budget Speech of our most worthy Minister, the hon. Shri Gopalaswami

[Shri Ramraj Jajware]

and keeping in view the very close and intimate link between the Government of the time and ourselves. Because of that intimate link and a desire to speak with a sense of responsibility, we have constantly to keep in view the policy of adopting an attitude of *na bruyat satyamapriyam*, which means that even though something is an absolute truth, it must not be expressed in a bitter and scathing language. We come across a similar saying in one of the discourses by Yudhishtra. It is *hitam manohari che durlabham vachnam*, meaning a word or a talk which is both pleasant and in one's interests is a rare thing to be had in this Universe. A person trying to deliver something which should be polite in form and should also prove to be in someone's welfare ultimately will perhaps find it very difficult, in practice, to do. That is why I, in the very beginning, would crave indulgence on the part of the hon. Shri Gopalaswami, should he find in my speech, something not to his liking. I do so both as a limb of the structure to which he too belongs and also in the capacity of a person intimate with him.

Shri R. K. Chaudhuri (Assam) : What you have said, is unintelligible to us.

Mr. Speaker : Order, order. He is an old member. He knows the rules well.

Shri Ramraj Jajware : Shortage of many necessary articles is generally complained and put forth as an excuse for the hardships being experienced by the people. To meet a deficiency it is vital to put in further production or undertake constructive work of some sort or the other. Out of this consideration I look to the item in connection with the locomotives. The Chitranjan Locomotive Factory is situated in the district from which I come. I have had, therefore, an opportunity to see these works. This has placed me in a position to submit that very slow progress has been made in that behalf. The work there is conducted in such a hotchpotch manner that one is absolutely at naught to have an estimate or the idea as to when and how this will ever be completed. Whatever little one is able to gather, makes one feel as if the Government possess no such thing as 'planning and co-ordination'. The work goes on in a hotchpotch manner as conducted hitherto. Such being the situation all over, I have to point out the absence there of the very first requisite which the commencement of a factory work demands. First of all, a road is required to be constructed for the despatch of the necessary stuffs. The case there is, however, that all articles are being sent even without constructing a road and attempts were, rather, made to utilize the 'kachha' road for the movements of a large number of very heavy goods. This resulted not only in the damage to the goods themselves, but also proved to be contrary to the interests of the citizens instead of doing them any good. We all, in consequence, have to share the burden. That only the road there was impaired badly, does not end the matter. The general public-health of the area has also suffered improperly. The regret is that nobody even seems to heed the complaints to this effect. In reply to an enquiry, it is stated that the State-Government has been addressed in the matter, asking them to permit less of shopping or marketing activities. It is not clear to me how one could entertain any such idea about a place where works of this importance are located. The question involved here is not to effect a decrease in the number of 'bazars', what is needed is to make provisions for an orderly set-up. The Government should assist to that end.

Secondly, we hear of the expansion of the railway lines, that the Government are much active and they are trying their very best in this behalf; that large expansion in the lines is expected and also we are asked to pay due regard to the complications caused by the separation of the Pakistani part of the Railways. One of the odd things is, however, that in my State of Bihar the Tinpahar-Rajmahal line is not being completed even though it will facilitate in joining the Maldeh-West Dinajpur Section and in spite of the fact that the residential quarters and railway stations already exist there and so much railway property is scattered all over. The completion of this project is feasible, however, only if the Government are willing to incur the necessary expenditure. No reason seems to be tenable for not doing that. To justify it on grounds of inavailability of sufficient funds, is apt to

make us harbour an idea that the matter is not even worth considering. Unlike others who accuse them of building castles in the air every time, I find myself unable to believe that they are ignorant of the reality of situation. I neither think the situation to be so bad. I consider they are quite aware of the situation and the public feelings in this respect. We can set the matter right if the position with regard to the work in progress in the factories is viewed in that spirit. An intense desire is witnessed to procure jute, but no heed is paid to make the provisions necessary for its despatch. No efforts to this effect are being made in the Santhal and Chhota Nagpur districts, neither a provision for a railway-track is being made in the districts of Hazari Bagh and Santhal—the home of an immense quantity of coal. The expected scheme of having a railway line inbetween Madhupur and Dumka in Santhal district has been suspended after a little bit of investigation. Nobody knows what took place actually. The reasons advanced in support of this action only lead one to believe as if the Government have no long-term or short-term schemes at all.

Too much has been said with regard to the amenities. It appears as if an overwhelming abundance of them has already been provided and that facilities of all types have been extended to the third class as well as other railway passengers. I want to quote but one instance of my own place in this connection. Vaidyanathdham is a place well known throughout the whole of India. Just to give an idea as to the amenities provided at that place as also at Devgarh and Jaisideh, it may be stated that water scarcity there is met by bringing it from as far as Asansol. What can one help if the people continue to boast of amenities in spite of this state of affairs? The authorities of the local Municipal Committee, when approached, revealed the issue of terminal tax as the reason. No arrangements are possible in the absence of permission from the Government to enhance the terminal tax. It is certainly improper to burden them with an issue primarily of the concern of the Railways and also absolve them (*i.e.* the Railways) of all responsibility thereof.

Taking into consideration the facilities and profit-making aspects of the issue, extension in the railway lines appears to be a matter of routine concerning primarily the Railways alone. Bakhtiarpur railway-line also needs some attention badly, but the Government have failed there too. Our Government is incurring a heavy expenditure in connection with the *melas* such as the *Kumbh Mela*, but scant regard is paid to the Bakhtiarpur line. They should have made a businnss-like approach to the issue of *melas* of this type. The Government previously used to issue return-tickets on the occasion of such *melas* or other functions of this sort. This practice resulted frequently in not merely an additional facility to the pilgrims but brought a fairly increase in income to the Government also. The Government should take steps to revive that practice.

The Railway Budget is invariably an outstanding contribution to the general revenues of the Government and every citizen of Bharat is directly affected by it. One person out of every four hundreds of our population and for the matter of that, one individual from every hundredth of the entire number of families in this land, has some sort of vocation connected with the Railways and, as such, is dependent on them. It is but natural, therefore, that one should think of the railway employees. They should develop now a sense of duty and responsibility along with their demand for more amenities. In the days gone by, the Government of the time used to treat all criticism with indifference. But our country is free now. The Government, therefore, should adopt a sobre attitude and constantly bear it in mind that it is the representatives of free India who are participating in the discussions here. The Government must pay heed to all that is said here and should not shut eyes with regard to these utterances. We must do away with all of our shortcomings. I, nevertheless, am of the opinion that our Cabinet is quite aware of the situation and they are working with an eye solely to the interests of the people. They are, thus, not likely to get oblivious of the hardships being experienced by the people. We may trust that all those amenities enjoyed by the people of all independent countries, will soon be made available to our people also. We must strive for providing every type of facilities which a citizen of a free country is entitled to.

Shri R. Velayudhan (Travancore-Cochin) : The hon. Minister who is in charge of the Railways has presented a Budget and he has given us a rather progressive and prosperous picture of the railway system in India. But then my task is only to point out certain points about which I have certain particular opinion. Of course, he has given us first of all very good news that he is not increasing the fare of the Railways, but I think nobody in this House nor anybody in India, not even a child thought that the fare of the railway was being increased even by a pie. The fare that is charged by the railway in this poorest country is the highest when compared with the railways of any other progressive or prosperous country. I think the Railway Minister was a little bit self-praising about the general condition of the Railways. My humble submission is that when I compare the condition of the Railways, with the pre-war level the present condition is not at all satisfactory. Of course, we had enough time to improve the general administration. There is general confusion prevailing in the whole Railway transport today. During the period of 2½ years that the hon. Shri Gopalaswami Ayyangar has been the Minister and 1½ years that hon. Shri Santhanam has been his junior, I think there is more confusion, more congestion and more corruption, in these railways. Apart from all this, there was one thing that the Indian Railways could have looked into when we took up the Government ourselves. That was the regrouping or the re-organization of the railway system. That is a fundamental thing. If that were done, the great confusion and the great difficulties that we now experience in the Railways could have been avoided or averted. These 2½ years time, is more than enough for the reorganization of a Department. If we could waste time like this, just as Pandit Jawaharlal Nehru said, the Government will go from our hands even. Therefore, that cannot be our excuse. We are not fools ; we are intelligent people ; we are a nation ; we are representing a country which has got independence from a great imperialist power and, therefore, if we could not organize the Railway system within 2½ years, I think, it is rather a shameful thing for our intelligence and our capacity. As I said the regrouping system is the most important thing and the Railways ought to have taken it up. We would now have avoided the loss of crores of rupees if we had reorganized the Railways in an efficient manner. We have got so many companies, like the South Indian Railways and other Railways. These were organized during the British regime ; they never wanted the Railways for the use of the common man ; they only wanted one city of a province to be linked with another city of another province for military purposes, for carrying their ammunitions and arms and for suppressing the popular movement. Therefore, Railways ought to have been reorganized first. Now what a confusion we have got. Madras is the terminus for the M. & S. M. as well as the South Indian Railways. The M. & S. M. Railway has got its headquarters in Madras while the headquarters of the S. I. Railway is in Trichinopoly and if anything happens at the other end, we will have to go to Trichinopoly or Erode to rectify it. Such difficulties the people are experiencing everywhere. These could have been avoided if the hon. Railway Minister had appointed a Commission for the reorganisation of the Railways ; he could have avoided it very easily and within a year a report could have been published and the reorganization of the Railways could have been effected in a satisfactory way.

3 P.M.

Now let me turn to the third class passengers. When I looked into the Budget, I could find that about or more than Rs. 71 crores we collect from the third class passengers. How much are we giving them in return for this large income ? We are giving them not even proper light, we are not giving them proper water facilities ; we are not even giving them proper seating facilities. Is it not a great shame to our country, when we have got our independence, if we say that the common men should continue to be in his down-trodden condition and that this system should continue even today ? What I feel today is that the Railways have not shown any idea, any plan about their reorganization for the future. It is high time that we should plan out our future economic set up and the Railways in their turn will have to plan out in a most modern way. Now we have got so many Railway projects and some factories are being started here and there. Can we contemplate what

will be the change in the science of Railway Transport after five years ? We are organizing the Railways according to the old system. We have got a great scarcity of fuel and oil, but we can generate plenty of electric power with which I think the whole of India can be lighted.

We have so much power in the country and we can use this power for reorganizing our Railways. To-day our plan is only to accept the model of the Western countries. In that way we may be losing crores of rupees in the next 5 years. There is nothing to be proud of the fact that we have 33,000 miles of Railway line in the country. It is not enough for a country where we have one sixth of the population of the world. In India we must have railways at least within 15 miles distance for the common man's use. We are here always adding money to the Depreciation Fund, Reserve Fund and what not. At the same time we have taken a loan from the World Bank of about 34 million dollars which we are spending on getting some coaches. My humble opinion is that we must plan out our railway system for the future generation in such a way that the common man will benefit. With this, I commend the Budget for Railways.

Shri Raj Bahadur (Rajasthan): At the very outset I have to express that I do not share the pessimism and disappointment evinced by the previous speaker. Railways and roads constitute our national arteries. When the British quitted this country these national arteries and veins were cut asunder. They were conquested and clogged. It was a very difficult time at that time. If we take our minds back to the months that came after the Partition we can just imagine the overcrowding the suffocating conditions on the platforms, waiting rooms and passenger trains. We can think and imagine of the bottlenecks in the goods traffic. It is therefore not quite upto reason to condemn or say a word of derogation in respect of the railway administration. Not that I have nothing but praise for the administration I have my regrets also about that administration but may I simply say that their achievements have eclipsed their failures. The achievements have been too many and all round. As the hon. Minister has remarked in the peroration of his address that today the Railways are "doing well" and with him I hope "they will do better in the future."

On this occasion I should like to welcome first of all the integration of the States Railways in the over-all set up of the Indian Government Railways. It is a natural and inevitable corrollary to the scheme of Federal financial integration. As has been pointed out, about 7,650 route-miles will be added to our National Railways as a consequence of this integration. There have been so far 25,434 route-miles on Indian Government Railways. It is common knowledge that about 40 % of the areas of our country was covered by the former Indian States. These figures therefore demonstrate the lack of development of communication and transport facilities in the Indian States. It is therefore upto the Railway administration to see that these areas which are very much backward regarding transport should be brought to the required standard. That is why I cannot agree with the claim that has been put forward by the Minister at page 3 of his address viz.,

> "Republican India starts with a railway system entirely State owned.....
> .....rendering public utility service reaching out to the uttermost corners of this vast country ;"

May I request him to look at the railway map that has been provided to us, and he would at once find that Rajasthan is not only a desert so far as food-grain fodder or water is concerned, it looks a desert not only because of the thinness of its population but it is a desert so far as railway lines also are concerned. It has been so, so far because they were managed by the respective feudal administrations. But with the integration of the States and in Republican India it would be only proper that these areas are now fully developed. I say so because of two fundamental considerations. Firstly Rajasthan constitutes one of our important border States and, as such if communication facilities are not developed there to the required standard, it would be playing a great risk with our security. Secondly because these States

[Shri Raj Bahadur]

were formerly managed by the backward administrations and so they have not been properly developed. It, is therefore, upto the National Government now to see that the deficiency is made up now. About 4 or 5 rail links are very necessary in this area. We take a long time to cover the journey from Bikaner to Jaisalmere, or even from Jodhpur to Jaisalmere or Udaipur to Amhmedabad. Only one small section from Bikaner to Phalodi and from Pokran to Jaisalmere requires to be linked up by railway line. Again it would be easy to connect Chitorgarh with Kotah or for that matter Udaipur with Ahmedabad. I feel, Sir, that these things should have been taken note of at the very start by the Railway administration

Looking at the Demand for Grants I find that even though about 7,650 route-miles are covered by the State Railways which would constitute about ¼th of the total mileage of Indian National Railways. Yet, the expenditure to be incurred on the working of the Section covered by the States Railways is hardly 1/16th of the expenditure that shall be incurred on working on the Section covered now by the Indian Government railways. I will refer to 4 or 5 Demands only. On Repairs and Maintenance on the States Railways it would be Rs. 3,37,89,000 on the States Railways but on Indian Government Railways it would be 48 crores more. Similarly on Operational Staff you will spend nearly 192 lakhs on State Railways as compared to nearly 33 crores on Indian Government Railways. On Operation (Fuel) you will spend 212 lakhs on Indian State Railways and 26,19 lakhs on Indian Government Railways. On Operations other than staff and Fuel you will spend on Indian States Railways only 91,95,000 as compared to 9,05 lakhs on Indian Government Railways. On Labour Welfare you will spend on Indian State Railways 16 lakhs as compared to 2,96 lakhs on Indian Government Railways. On Miscellaneous Expenses you will spend on Indian Government Railways 16,11 lakhs as compared to 90 lakhs only on State Railways.

This is a very disappointing proportion. Therefore it is necessary that expenditure on the Indian States and Indian Government Railways should be evenly distributed. I say so because so far as Labour Welfare is concerned the amenities provided to the labour on Indian State Railways should be brought on par with the amenities provided on Indian Government Railways.

Then we have seen with great disappointment the change brought about in the classification of Railways. We tried to get the figures of expenditure pertaining to conversion of the 4 classes into 3 and reconversion of 3 classes into 4. Unfortunately we could never get these figures. We were of course told by a section of the Press that the figures reached upto the limit of about 10 to 11 crores. If that is a fact it is apalling. If this experiment has cost that much it has been a very costly and disappointing experience. We are still circumventing the arrangement of these classes. Why not straightaway come back to the Inter class and introduce all the four classes again. If we have to eliminate any class, it is the first class, because more often than not it remains empty and unpopular. After the reduction of fares for air travel more people would like to go by air, if they can afford the fare.

I would refer to another necessity which in particular relates to my Province. Mr. Gokulbhai Bhatt stated out of all the railways only on the E.I.R. and G.I.P. there are *Janata* Expresses. They are not run on other railways. After the integration of Rajasthan State it has become a very great necessity that the *Janata* Express should be run between Delhi and Ajmer and between Agra Fort and Ajmer. There is awful overcrowding on these lines and this has become a due and crying necessity.

Lastly I refer to the condition of the third class waiting halls. I am happy to have observed that electric fans have been provided in certain waiting halls but conditions otherwise remain the same. These halls remain without door-shutters and windowshutters and the squalid conditions inside continue to be what they were. We were

promised last time that more amenities would be provided in third class compartments but I find even fans have not been provided so far. I feel, Sir, that so far a amenities and comforts are concerned all the classes should be equal. If anybody wants to travel in a lonely compartment or wants to have more of space then, only for that he should be made to pay more. As far as comforts are concerned there should be no difference between the different classes and that is the system which obtains in some of the other countries also.

A word about our retrenchment policy. If you want to retrench 500 clerks and appoint five Secretaries it is no economy. It would create unemployment. It is quite true that at present you are retrenching only temporary hands but even that creates unemployment, unpleasantness and discontent. Do not recruit to retrench subsequently.

Sir, there is a standing grievance amongst the lower ranks of the Railway Staff that the higher railway officials enjoy the luxury and privilege of saloons and yet they get their daily allowance when on tour. When you provide them with saloons why should you give them daily allowance in spite of the fact that they have every amenity and facility for their boarding and meals. So if you want to effect any economy in salaries or amenities no economy should be effected at the cost of the lower ranks of Railway Staff.

مولانا مسعودی : میں سب سے پہلے آنریبل گوپالا سوامی آیانگر کو اس قابل تعریف ریلوے بجٹ کے لئے مبارکباد دیتا ہوں جو کہ انہوں نے ہاؤس کے سامنے رکھا ہے -

موجودہ حالات میں جب کہ ٹرانسپورٹ اور کمیونیکیشنس کی تمام کڑیاں تقسیم کے بعد بالکل بگڑی ہوئی تھیں - جس قابلیت کے ساتھ انہوں نے پچھلے ڈیڑھ سال میں اس تھانچے کو سدھارا اور پھر آج ہمارے سامنے چودہ پندرہ کروڑ کے درمیان سرپلس کا بجٹ پیش کیا - یہ ایک ایسا کارنامہ ہے جسکا سہرا کچھ ان ہی کے سر شوبھا دیتا ہے -

اس سلسلہ میں ایک چیز—جسکی طرف میں اشارہ کرونگا—کسی حد تک مایوسکن ہے - اور وہ ریلوے کے نقشے سے کشمیر کی ریاست کا باہر ہونا ہے - یہ امر واقع ہے کہ (چاہے ہمارے دشمن اور پاکستانی مانیں یا نہ مانیں) کشمیر کو یہ فخر حاصل ہے کہ وہ انڈین ریپبلک کا ایک جزو ہے اور انڈین ریپبلک کا جزو ہونے کے ناطے سے اسکا یہ حق ہے کہ وہ انڈیا کی تمام ترقیات میں اپنا حصہ حاصل کرے -

شری تھاگی : ضرور ضرور -

مولانا مسعودی : اور کمیونیکیشن کے سلسلہ میں جب ہم یہ شکایت کرتے ہیں کہ ریلوے کا کوئی کام بھی کشمیر کے حدود پر آئندہ سال کے لئے نہ تجویز کیا گیا ہے اور نہ اب تک ہوا ہے تو ہمیں بڑی بھاری مایوسی ہوتی ہے -

آنریبل گوپالا سوامی آیانگ سے بہتر شاید کوئی بھی اس بات کو نہیں جانتا ہوگا کہ کشمیر میں ٹرانسپورٹ اور کمیونیکیشنس کی مشکلات کس قدر ہیں - وہ خود وہاں

[مولانا مسعودی]

بڑی طویل مدت تک پرائم منسٹر کی حیثیت میں رہ چکے ہیں اور وہاں کی حالت سے بہت اچھی طرح سے واقف ہیں - اور پھر یہ امر بھی سب پر روشن ہے کہ اس وقت کشمیر ہندوستان کی وہ آخری سرحدی ریاست ہے جس پر پورے ہندوستان کے لئے جنگ لڑی جا رہی ہے - میں تو کہوں گا کہ ہمیشہ کے لئے ہندوستان کی حفاظت کے نقطہ نگاہ سے کشمیر ایک ایسا مقام رہے گا جسکی حفاظت اور جسکی مضبوطی پورے بھارت کیلئے بنیادی اور مرکزی اہمیت رکھے گی- آج ہی نہیں آج سے سو سال اور ہزار سال بعد بھی آپ کشمیر کو مضبوط کئے بغیر تمام ہندوستان کی حفاظتی طاقت کو مضبوط نہیں کر سکتے ہیں - اس وقت کشمیر میں ہماری فوجوں کو سب سے زیادہ جو مشکلات پیش آتی ہیں وہ مشکلات کمیونیکیشن اور ٹرانسپورٹ کی ہیں - اور کتنا اچھا ہوتا - چاہے ہمارے آج کے ریلوے بجٹ میں چودہ کروڑ مدافع کے بدلے چودہ کروڑ کا خسارہ ہی کیوں نہ دکھایا جاتا - لیکن اس میں ایک ریلوے تجویز شدہ نظر آتی جو پٹھان کوٹ سے جموں کو اور جموں سے سرینگر کو ملا دیتی اور ہندوستان اور کشمیر کے قانونی اور آئینی الحاق کو فولادی بندھنوں سے جکڑ دیتی - لیکن اس چیز کو ہم یہاں اس بجٹ میں نہیں پا رہے ہیں -

کشمیر ہمیشہ سے کمیونیکیشنس کے معاملے میں بدقسمت رہا ہے - پچھلے زمانے میں بھی جہانتک ریلوے کا تعلق ہے کشمیر میں کسی قسم کی کوئی ترقی نہیں ہوئی تھی - لے دے کر سیالکوٹ اور جموں کے درمیان ایک چھوٹا سا ریلوے لنک موجود تھا جو کہ تقسیم کے بعد ٹوٹ پھوٹ گیا اور منہدم ہو گیا - اسکے علاوہ یہ بھی ہوا کہ جو ریلوے کا سامان ہمارا تھا وہ بھی مکاری کے ساتھ پاکستانیوں نے جموں کے اسٹیشن سے سیالکوٹ منتقل کرا لیا اور اسوقت کی گڑبڑی میں کوئی اسکی حفاظت نہیں کر سکا اور اس تمام قیمتی ریلوے سامان سے ہم ہاتھ دھو بیٹھے جو ہمارا حق تھا - لیکن اس کے باوجود بھی پچیس میل کی لمبی ریلوے پٹڑی ہمارے یہاں ابھی تک موجود ہے - اور کچھ ریلوے کا سامان بھی موجود ہے اس میں کچھ اضافہ کر دیجئے - پٹھانکوٹ سے لیکر جموں تک صرف ۶۹ میل کا راستہ ہے جسکو نہایت آسانی کے ساتھ اس سال کے اندر تعمیر کیا جا سکتا ہے -

شری مہاویر تیاگی : کیا پچیس میل کی پٹڑی بچھی ہوئی ہے -

مولانا مسعودی : ہاں وہ موجود ہے صرف ایک طرف سے اکھاڑ کر دوسری طرف لگا دینا ہے - بہر صورت ان سب حالات کے ہوتے ہوئے میں یہ ضروری سمجھتا ہوں کہ اس بجٹ میں کشمیر اسٹیٹ کو کافی حصہ ملنا چاہئے تھا - صرف اتنا ہی نہیں کہ پٹھانکوٹ اور جموں کے درمیان ریل کا مضبوط تعلق قائم ہو جانا چاہئے تھا بلکہ یہ بھی ضروری تھا کہ سرینگر اور پٹھانکوٹ کے درمیان

ریلوے تجویز کی جاتی - اسوقت نہ صرف ریاست کے حدود کے اندر ایک میل بھر ریلوے بھی نہیں ہے جسکے موجود ہونے پر ہم فخر کر سکتے - بلکہ ریاست کی طرف جو ریلوے جاتی ہے وہ بھی ریاست کی حد سے چھ میل باہر ہی ختم ہو جاتی ہے - اور پٹھانکوٹ کا اسٹیشن کاشمیر کو جاتے ہوئے ریل سوار مسافر کیلئے آخری اسٹیشن بن جاتا ہے -

یہ صحیح ہے کہ ریلوے ٹائم ٹیبل میں مسافر لوگ "کشمیر میل" کا نام سنتے ہونگے اور دیکھتے ہونگے اور شاید وہ اسمیں دیکھکر بڑے خوش ہوتے ہونگے کہ ہم "کشمیر میل" میں دلی سے بیٹھیں گے تو سیدھے جاکر سری نگر اُتریں گے لیکن جسوقت پٹھان کوٹ پہنچ کر انہیں معلوم ہوتا ہوگا کہ ریاست کشمیر کی حدود میں قدم رکھنے سے پہلے ہی ٹرین ختم ہو جاتی ہے تو وہ بہت مایوس ہوتے ہونگے - کشمیر کے لئے پٹھان کوٹ کا جو آخری اسٹیشن ہے وہ بھی بہت توجہ کا مستحق ہے - پچھلے دو برس سے اس اسٹیشن پر کشمیر کی طرف آمدورفت کا بوجھ بہت زیادہ پڑا ہے لیکن اسکی ترقی جتنی ہونی چاہئے تھی نہیں ہوئی - کشمیر کے فوجی ٹرانسپورٹ کیلئے اس اسٹیشن پر بڑا بھاری بوجھ ہے اور اکثر فوجی گاڑیاں وہاں سے ہی شروع ہوتی ہیں اور وہاں ہی جاکر ختم ہوتی ہیں - اسلئے وہاں کا پلیٹ فارم وہاں کا مسافر خانہ اور دوسری جو ضروریات اسٹیشن کی ہیں وہ زیادہ تو فوجی اغراض کے لئے استعمال ہو رہی ہیں لیکن اس کے ساتھ ساتھ یہ ضروری تھا کہ ایک ایسا اہم اسٹیشن جسپر تمام ریاست کو جانیوالا تجارتی مال اور ریاست سے آنیوالا تجارتی مال آکر جمع ہوتا ہے وہاں سب انتظام معقول ہوتا - پچھلے سال آپکو معلوم ہے کہ جسوقت کشمیر کو ہندوستان سے اناج کا کوٹہ ملا اور چاول ، گندم مکی وغیرہ غلہ جسوقت پٹھان کوٹ پہنچا تو وہاں کافی انتظام نہ ہونیکی وجہ سے یہ غلہ بارش میں پڑا رہا اس بے انتظامی کی وجہ سے بہت سا اناج گل سڑ گیا اور جسکا نقصان مرکزی حکومت کو برداشت کرنا پڑا اور جن لوگوں کے لئے وہ اناج جمع کیا گیا تھا ان تک نہ پہنچ سکا - میں مختصر الفاظ کیساتھ یہ گذارش کرونگا کہ کشمیر کے بارے میں اس بجٹ میں دو چیزوں کی طرف توجہ دینے کی بھاری ضرورت ہے - ایک تو فوری طور پر پٹھانکوٹ اور جموں کے درمیان ریلوے تعمیر کرنا اور دوسرے پٹھان کوٹ کے ریلوے اسٹیشن پر ضروری امپروملنٹ کرنا - ان مختصر الفاظ کے ساتھ میں پھر ایک بار آنریبل منسٹر انچارج ریلوے کو مبارکباد دیتا ہوں اور امید کرتا ہوں کہ وہ اس فروگذاشت کو دور کرنے کی طرف توجہ دیں گے -

(*English translation of the above speech*)

Maulana Masuodi (Jammu and Kashmir): To start with I offer my congratulations to hon. Gopalaswami Ayyangar for a commendable budget he has brought before the House.

[Maulana Masuodi]

Considering the mess the transport and communications were in after the Partition, it is a creditable achievement for him to have set things right during the last one year and a half and then to have presented us a budget with a surplus of 14 to 15 crores.

I would, however, point to one thing in this connection which is disappointing to a certain extent; it is the exclusion of the Kashmir State from the railway map. It is clear that, whether our enemies and Pakistan agree or not, Kashmir has the privilege of being a part of the Indian Republic and as such it is entitled to have her share in the all round progress of India.

Shri Tyagi : Sure ! Sure !

Maulana Masuodi : And, we are sorely disappointed when we see that in the field of railway communications no work has been executed so far on the Kashmir border nor has any proposal been formulated for the ensuing year. Perhaps there is nobody who knows better than hon. Gopalaswami Ayyangar the difficulties of transport and communications in Kashmir. For a long time he was there as the Prime Minister and as such he is fully conversant with the conditions prevailing there. Besides it is fully known to everybody that at this time Kashmir is the farther-most border state of India where a war is being waged for the defence of the whole of India. I should even say Kashmir will for ever remain a place the defence and security whereof shall be of basic and pivotal importance for the defence of the whole of Bharat. Not only to-day but even a hundred and a thousand years hereafter you shall not be able to strengthen the defences of India without strengthening Kashmir. At present the main difficulties facing our troops in Kashmir relate to transport and communications. How nice it would have been if, even if our present railway budget had disclosed a deficit of fourteen crores in place of as much surplus, it had contained a proposal for a railway running from Pathankot to Jammu and from Jammu to Srinagar, turning the legal and constitutional union of India and Kashmir into bonds of steel. But, this budget makes no provision for that. Kashmir has always been unlucky in the matter of communications. In the past too there has been no progress of any kind in the matter of railways. There happened to be just a tiny railway link between Sialkot and Jammu which too broke down and disappeared after the Partition. What is more, all railway equipment which belonged to us was cunningly transferred by the Pakistanis from Jammu Railway Station to Sialkot. In the prevailing disorder nobody could protect it and we lost all this valuable railway equipment to which we were entitled as of right. With all that, however, we still have a twenty-five miles long railway track. There is some other railway equipment too. This may be augmented a bit. The distance from Pathankot to Jammu is only 77 miles which can easily be provided with a track within this year.

Shri Tyagi : Is there a laid track, twenty-five miles long ?

Maulana Masuodi : Yes, it is there and has simply to be removed from one side and laid on the other. At any rate, in view of all that, I should think it was essential that a sufficient share should have been assigned to Kashmir in the present budget. It was not only necessary to provide a strong railway link between Pathankot and Jammu but provision should even have been made for a railway line between Jammu and Srinagar. At present not only there is not a single mile covered by railway in Kashmir that we could boast of, but even the railway line which goes towards that state terminates six miles off the state boundary and the Pathankot Station forms the terminus for a railway passenger on his way to Kashmir. It is true when a passenger hears of the 'Kashmir Mail' and reads that name in the time table he must be feeling a thrill and might possibly imagine that he would have to get into the 'Kashmir Mail' at Delhi, go straight on and then get down at Srinagar. Great must be his disappointment, however, to learn on reaching Pathankot that the train stops dead even before he has set foot on

Kashmir soil. Besides, the Pathankot terminus on the way to Kashmir is also in need of a good deal of attention. During the last two years considerable strain has fallen on this station in consequence of the traffic to and from Kashmir, but it has not been developed to a desirable extent. Military transport for Kashmir causes a heavy strain on this station and most of the military trains not only start from there but also end there. Thus its platform, its waiting-room and other amenities are being utilized mainly for military purposes. It was, however, essential to provide adequate arrangements of all kinds at an important station like that where come to be piled all commercial goods in transit to and from the State. You know what happened last year when Kashmir was allotted its quota of food from India. When the stock of foodgrains such as rice, wheat, maize etc. arrived at Pathankot it remained unsheltered from rain as there were no adequate arrangements for its protection with the result that a great portion of the foodgrains was damaged. While the Central Government had to suffer a financial loss, the food could not reach the people for whom it was meant.

Very briefly I would submit that in the matter of Kashmir two things require to be provided for in this budget, *viz.*, firstly the construction of a railway between Panthankot and Jammu and, secondly, all essential improvements at the Pathankot railway station. With this I once more congratulate the hon. Minister in charge of Railways and hope he would see his way to providing for this omission.

Shri Damodra Menon (Travancore-Cochin): I congratulate the hon. Minister of Railways on the Budget he has presented to the House. Our railways constitute a great national asset of which we can all be proud. It is gratifying to note from the account given to us by the hon. Minister that our railways are progressing satisfactorily and that their finances are sound. It stands to the credit of Shri Gopalaswami Ayyangar that under his able guidance the railway administration has shown all-round improvement. But I feel that the Budget is generally conservative in outlook and the hon. Minister has erred, if I may say so, on the side of too much caution. I am making this observation with special reference to the inadequacy of provision for bold expansion schemes in the Budget. I know that the hon. Minister himself is aware of this fact and he has rather apologetically referred to our inability to get our coaches and locomotives to the extent we require now. Sir, inadequacy of funds should never be a hindrance to our progress. I see the hon. Mr. Santhanam smiling at my observation. I am saying this because in a national enterprise like this it must be possible for us to raise funds through loans. We are not shy of raising loans. We have done so from abroad. I do not see why we cannot do so again, if need be from abroad, and also from our own country. The Railways must be able to raise the necessary funds for a bold scheme of expansion, and I am sure our people will respond nobly if such an appeal is made. I am saying this because there is a necessity for us at this time to embark upon new constructions—constructions which are remunerative. There are many lines which if opened now will yield good returns. I know, and our friends who are coming from Cochin and Travancore feel too, that if a railway link can be established between Cochin Harbour and Quilon that will be a very remunerative line. From a very moderate estimate I can say that there will be more than three crores of passengers travelling on this line per year. Now that the two States of Cochin and Travancore have become integrated it is rather difficult for the people of Cochin and the northern portions of the State to reach the capital. This railway line has therefore to be undertaken immediately. Today in answer to a question the hon. Minister said that a survey will be undertaken next year. This is a slow process—allow me to say so. I know our Railways are capable of doing things quickly and we are very happy that the Assam railway link was finished before the scheduled time. Therefore, in a matter like this there will not be any difficulty if the hon. Shri Gopalaswami Ayyangar and the hon. Shri Santhanam show the same amount of enthusiasm as they exhibited in the Assam railway link. If they do that this railway link would also come into existence very soon, and I say that it would be very profitable.

An Hon. Member: Is it as important ?

Shri Damodra Menon: Yes, it is very important. I was explaining that.

Then there is another aspect to which I wish to draw your attention. We are passing through a period of acute economic distress and our unemployment is showing a tendency of an abnormal rise. If we are not able to cope with this problem in the coming years—say, in two or three years—we may be faced with a social and economic upheaval of a nature which it will be difficult to control. One of the ways in which we can tackle this problem is by starting new constructions and new undertakings in which it will be possible for us to employ a large number of men, both skilled and unskilled. From that stand point too I appeal to the hon. Minister to undertake new constructions boldly and raise the necessary funds, if necessary by loans.

In the Introduction to the booklet which has been circulated to us along with the Budget papers I find a very encouraging sentence, namely, "the programme for provision and extension of passenger amenities at stations is being carried on with the utmost vigour". This is encouraging. But I am afraid that this "vigour" loses much of its force and strength and is almost exhausted when it reaches the distant South.

I am speaking of my experience in....

An Hon. Member: It starts from there.

Shri Damodra Menon: It does not start from there, this vigour starts from here and it has a long way to travel. When it reaches the South it is almost exhausted and we there are finding it rather impossible to experience this vigour at least in the West Coast. I am not speaking of express trains, but as regards passenger trains they are most miserable. In Travancore-Cochin and also in Malabar, we have heavy rains, as the hon. Ministers themselves know, and these passenger coaches which are in service during the rains show a very pitiable tendency to leak. Third-class passengers especially get themselves drenched inside the train; they find it very difficult to take shelter even under their umbrellas because the coaches are very much crowded. Therefore, I would request the hon. Ministers to see that at least when the rains set in, such leaky coaches are not sent to that part of the country.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

On reading about amenities and improvements, I find that only at Olavakkot Station is some construction being attempted. There are, on the West Coast generally, only two stations, Mangalore and Trivandrum, where there are facilities for passengers to stay—retiring rooms and the like. Even stations like Calicut and Shoranur where passengers have to stay overnight to catch the connecting trains in the morning, have no retiring rooms. In small stations there is no waiting room at all. Of course, the third-class waiting rooms are miserable—they are like cattle-sheds. Therefore, I hope that the hon. Minister will look into this matter and see that something is done in that direction also.

Before I close, I want to say this. When I heard the Budget Speech of Mr. Gopalaswami Ayyangar, especially the last sentence that, "Indian Railways are doing well and will do better", I felt I should say, "Mr. Gopalaswami has done well and we hope he will do better".

Shri Ramalingam Chettiar (Madras): Sir, I join in the congratulations to the hon. Minister for the progress he has been able to show. He ought to have felt that his experience of last year was compensated to a certain extent by his experience this year. Last year, at every conference the Railway was damned as the bottle-neck and held responsible for everything that everybody else committed

simply because it delayed matters. Sometimes things did not reach their destinations and trains arrived five or six hours late, and in some cases even twenty-four hours. Things are better now and we are settling down. So, the Minister may congratulate himself on the work he has done, and we may also congratulate him to the extent he has been able to eliminate the difficulties.

The Railways are a public utility service and it is not possible to say that everything necessary has been done. There are so many amenities to be attended to and so many arrangements to be made in order to satisfy the requirements of the public who use this utility service. Another point is that the utility service is of a two-fold character. One is that it is a business concern and the other is that it is a Government concern. As a Government concern, it is bound to give satisfaction in all sorts of ways and provide amenities and all sorts of conveniences. But as a business concern, it is always looking to the profits—it is seeing what the charges are and what the income is, and so on. So, a great responsibility rests on those who run this service to see that both the aspects are satisfactorily carried out. For instance, it has been stated that there is a large contribution to the General Revenues from the Railways. There again, we forget that the Railway is probably the biggest industry in the country. If it was run by a private agency, the State will be entitled to a lot of taxation. What is the amount of taxation that the State will derive from a concern like this if it was in private hands? That sort of consideration we never look at. We simply think, "Well, it is one of the Departments of Government just as any other Department. The other Departments are only spending, they are not earning anything. Here at least we have a return for the capital we have sunk in the business. So, we ought to be satisfied". But, we forget that as a nationalized industry we have lost from it all the taxation we could have got had it been run by a private agency. This is a matter which will have to be taken into consideration with reference to all other nationalized industries.

Prof. Ranga (Madras): You want it to be given away to private companies?

Shri Ramalingam Chettiar: No, no, I do not want that. I say that in our calculations we should take into consideration the taxes the State would have got if it had been a private concern. That is what I am saying. I am not saying that it must be handed over to private agencies. I am only saying that this aspect of the matter will also have to be borne in mind especially when you are thinking of nationalizing a number of industries. We will have to see that the coffers of the Government are not dried up altogether by this large-scale nationalization. If we undertake nationalization, we should always make provision for a return to the State of something equal to the taxes we will lose by taking over those industries. Having said that, I may say that so far as the present position of the Railways is concerned, they are not in a position to bear the sort of taxation which a private agency will have to bear if we are to calculate it on the same basis. So, I would suggest to the Government that they will have to bear this aspect of the matter in their mind and will have to see that they are not satisfied with only the four per cent. which they are going to get—not even on all the capital we have sunk in this industry but only on what we have spent on the remunerative lines leaving aside the unremunerative lines. Well, that is an aspect of the matter which will have to be borne in mind.

Coming to the question of retrenchment, without going into the whole question, I will only suggest two matters for the consideration of the Government. One is what was suggested by the hon. Minister himself, namely the grouping of the Railways.

At present, we have so many Railways, so many Departments, so many officers, so many workshops and so many stores. When all these are grouped together into four or five units and the workshops, stores and upper services are combined to serve the needs of those units, much saving will be effected. In stores alone, I have

[Shri Ramalingam Chettiar]

been able to see in certain concerns that a very large saving can be effected. So the workshops and stores require looking into.

I now come to the question of the grain allowance to the staff.

Prof. Ranga : Are they still giving it ?

Shri Ramalingam Chettiar : Yes, some portion still remains. So far as the purchase of these grains is concerned, there have been complaints. As is usual in all Government Departments where contracts are given, questions are raised about the fairness of the tenders received.

[MR. DEPUTY-SPEAKER *in the Chair*]

An Hon. Member : Is it not a matter for the Provinces ?

Shri Ramalingam Chettiar : Whatever it may be, I would suggest to Government to utilise the services of co-operative societies for the purchase of grains and other stores so far as supply to their officers is concerned.

Then I wish to refer to two policy matters. When the Railways were under Company management, there was very little consultation with the public. Their officers decided everything. There was an Advisory Committee, but few matters were referred to it, and very often they did not go into any matters at all and even if they did, their advice was not heeded. For instance, I can quote the case of re-building of the Coimbatore Railway Station at a cost of Rs. 30 or 40 lakhs. A portion of a tank nearby was taken up, and some loose soil was put on it and on that it was expected that there would be the turn-table for engines. The main railway line went up very near a graveyard and there was no possibility of extending the line even by a single foot on that side. It was all done without reference to local opinion. The local people were not taken into confidence. Somebody in Madras or Delhi went through the map, probably, and he thought that he could arrange things in a particular manner. The plans were prepared and carried out. I do not think anybody actually went there to see things. Not only that, a loop line has been constructed to bring all the important trains to Coimbatore town. This line is least satisfactory either from the popular standpoint or the railway standpoint. The Minister of State for Railways came there last year and I took him round and showed him some things. He thought that the platform itself was too narrow and wanted certain arrangements to be altered and they have been given effect to. But the major arrangements are still there. I have addressed the hon. Minister of Railways and he has agreed to enquire into the matter. I hope this will be followed up and satisfactory arrangements will be made.

Shri Goenka (Madras) : So you are reinforcing your letter !

Shri Ramalingam Chettiar : These are technical matters, but even the ordinary man can understand that the technical advice that had been taken—either in the case of the loop line or the turn-table for engines—was not the one that ought to have been taken. So, it seems to me that consultation will be necessary.

Then I cometo the most important matter which the Railway Administration will have to consider. Railways have to be looked at as a lucrative service, as a matter of governmental work and as a matter of development of the country's resources. In such a situation, Government should consider how to open up the country, improve the economic condition of the people and make the lot of the people better. That ought to be the main consideration. Instead of that, we find that the Railway Administration is always looking to the actual traffic that is likely to accrue before a particular line is constructed.

Prof. Ranga : Not now.

Shri Ramalingam Chettiar : Now also. They want the Provincial Government or somebody else to give a guarantee of a particular return. Let me tell them that in most cases the construction of railways precedes development, and does not follow it. Take the T.V.A., for instance. The railway line was constructed first and the other things followed. I will give an instance in our own country. When we thought of constructing the Pykara Electricity Scheme, there was great opposition to it in my province. The transferred half of the Government said that there was no need to take up that scheme, because there was no demand for the electricity that would be generated and there would be a loss. Probably, it was true at that time that there was no demand, but the Pykara Scheme did come into existence and what do we find to day ? The whole country from Nilgiris right up to Madras is being supplied with electricity; large industrial concerns have come into existence; and after Pykara, two other schemes connected with it have been opened. Afterwards, there was the Mettur Scheme also. Still, the electricity supplied by all the schemes is not sufficient to meet the requirements of the area. Had they thought that the demand ought to be there and somebody ought to guarantee the return, then the Pykara scheme would never have been undertaken, and we would have had no sort of development in that part of the country.

The hon. Minister of Railways, when he was in Kollegal, knew personally the state of affairs in the Mysore areas adjoining it. The Mysore and Bangalore *taluks* adjoining Kollegal have to send their goods either to Coimbatore this side or to Bombay and places like that on the other side. As things stand, you will have to come from Mysore about 300 and odd miles to Coimbatore, whereas the direct route is only 100 miles. A railway line from Mysore to Coimbatore has been considered several times, but has been put off on various grounds. When I happened to be connected with the Coimbatore District Board, I offered that the District Board itself would construct a portion of the line in the area lying within Coimbatore district from the District Board funds provided the Mysore Government would undertake the rest. Unfortunately, at that time, there was some question about the cost of the line on the hills, which was rather heavy, and Mysore would not undertake it unless criminal jurisdiction over that area was given to it. So it was not taken up then. This was in 1921. Twenty-nine years have passed since, and even now it is not an accomplished fact.

I understand that the Mysore Government several times recommended the construction of the line, but still it has not been taken up. They have ordered a traffic survey, as it is called, quite recently, I suppose. But a traffic survey will not be able to spot all the traffic that passes, and even if it does it does not mean that when the line is constructed, that will be the only traffic that will pass through that line. As I said, Mr. Gopalaswami Ayyangar knows the area well and he also knows the chances of development of traffic in that area. In a matter like this it is very necessary that Government should take into consideration the possibilities of traffic, as well as industrial and other developments. It was mentioned by Mr. Raj Bahadur just now that the area in which he is living also requires development. It is absolutely necessary that they will have to have a survey not of the traffic as it at present exists, but of the actual traffic requirements of the country. I am sorry that this policy of asking for guarantees has somehow come in again.

4 P.M.

Shri Gopalaswami : The hon. Member is mistaken ; I think we have given up that thing altogether.

Shri Ramalingam Chettiar : I am very glad to hear that. But I heard some time back that that policy was continuing. I am very glad indeed to hear that Mr. Gopalaswami Ayyangar has given it up, because I know that his predecessor was asking for guarantees and that with reference to one or two schemes in Madras.

Shri B. Das (Orissa): He has not yet given it up; he is thinking of giving it up.

Shri Gopalaswami: The Budget contains one new construction in respect of which we have said that we shall not ask the Government of Madras for any guarantee.

Shri Ramalingam Chettiar: I hope that will be the policy hereafter and not an exception.

Shri Tyagi: Be kind on other States also.

Shri Ramalingam Chettiar: In the old days at least there were several competing agencies for constructing railways—there were private agencies and the local boards, there were the Provincial Governments, there was the Central Government and so on. Now the whole thing is centralised in the Central Government, the Union Government. So there is no chance for others to come and do anything. There is, therefore a very great responsibility laid on the Central Government and the Railway Department to see that the Railways are developed to meet all the requirements of the country.

There is one other matter which I would like to refer. I find, for instance that there is no connection between one service and another. For instance, in Madras all the trains in the morning come at 7-20, 7-40, 8-50 and so on; but the Bombay mail leaves at 7-10 or 7-15 just before the first train arrives, with the result that a person who comes from the South or West is detained in Madras for one full day for catching a train to Bombay or Delhi.

With these words I once again hope that a forward policy will be followed and the amelioration that has been effected will be continued in the future years also.

Shri Hanumanthaiya (Mysore): I have only about ten minutes at my disposal and if I do not devote any time in praising the Ministers concerned, I hope I will be excused.

I wish, first of all, to refer to the loan that we have taken from the International Bank. The hon. Minister has given a very rosy picture of the loan and of the purchases we are making out of it, namely the boilers and the engines. It is admitted on all hands that the interest charged, namely four per cent, is very high. Looked at from the point of view of its international character and the huge sum of 34 million dollars involved, an interest of four per cent is exorbitant. Apart from the interest, the terms of the Agreement are onerous, so far as India is concerned. I will read only the more important ones.

> "The total annual payments for principal, interest and commission average, over the whole period of the loan, approximately $ 3·1 million. The total amount of interest and commission payable is approximately $ 11·8 million. The proceeds of the loan will not be used for the purchase of any goods other than those specified in paragraph 10 above, namely boilers and locomotives.
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> * * * * * * * *
>
> The Borrower undertakes, *inter alia*,—
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> * * * * * * * *
>
> To allow accredited representatives of the Bank to inspect the goods, the project and the books, accounts and records;
>
> * * * * * * * *
>
> To furnish the Bank with such information as it may require from time to time."

Then if we take any further loan from any foreign country, we have to inform the Bank; not only must we inform the Bank, but also we must take their consent.

Then again the principal of, and the interest on, the loan shall be paid without deduction for, and free from, taxes, imposts, levies or duties and shall be exempt from stamp or other similar duties. That means the loan or the interest is exempt from all taxes and duties.

We have also undertaken not to sell, pledge or mortgage the goods purchased with the loan proceeds.

If we commit any default, the Bank may, at its option declare the principal of the loan to be due and payable immediately.

The provisions of the Agreement shall be interpreted in accordance with the law of the State of New York, United States.

Thus, you will find that the conditions are much more onerous than the interest itself. It looks to me as though we have bartered our economic independence by accepting this loan. The Bank no doubt is named the "International Bank for Reconstruction and Development". The name looks very laudable. Its intention seems to be to develop and reconstruct the war-shattered world, but the rate of interest charged and the conditions imposed go to show that that intention is not put into practice.

I should say on the other hand that the amount that has been lent through this Bank is American capital. They are making hay while the sun shines. When others are in difficulty, when the world is in need, they lend money through this Bank on these onerous terms. My hon. friend from Travancore was urging the hon. Minister to borrow more money for purposes of constructing more railway lines. If he scrutinises the terms of this agreement carefully, he will come to a different conclusion, probably a contrary conclusion. American capital benefits out of this loan, not India or any other country which takes a loan, because we are bound to purchase the boilers and engines from America alone, *viz*, from Canada or the U.S.A. The profit goes to the industry and the industry lends money to the bank and gets interest also. In this way this Bank in lending money is showing more the propensities of exploitation than of helping backward countries.

Shri B. Das : You can raise this discussion on the General Budget. That will be better.

Shri Hanumanthaiya : The hon. Minister has referred to this loan specifically in one paragraph in his speech but he has not brought out the drawbacks of the loan and therefore I am compelled to do it.

Then the hon. Minister has said that "hon. Members are aware that the abolition of the old Second Class from the 1st January 1949 was neither popular nor did it make any addition to the railway revenues". I am very glad that the hon. Minister of Railways has stated the point which was agitating the minds of most of us. When this classification was introduced last year, many of us were sceptic but we did not vote down the proposition because the composition of this House is such that it takes for granted whatever a Minister says.

Shri Gopalaswami : May I mention to my hon. friend that this particular case was one of the Minister taking what the Members of this House, or at any rate, the representatives of the House, wanted. ?

Prof. Ranga : Is it not a fact that we warned the Government last year ? Speaker after speaker expressed himself against making this experiment.

Shri Gopalaswami : This was put into force on the recommendation of the Central Advisory Council. Criticisms came in the course of the budget no

[Shri Gopalaswami]

doubt. There was strong criticism but that was after we had given effect to the recommendations of the Central Advisory Council.

Shri Hanumanthaiya : What I expected from the hon. Minister was a statement with a full and clear picture, but he has merely skipped over the matter. We want to know how much loss of revenue has been occasioned on account of this change. What was the expenditure that was incurred in converting and re-converting the coaches? I read in yesterday's papers that about half a crore of rupees have been spent on upper class conversion alone. It is a very huge sum.

Shri Santhanam : Sir, may I point out that this loss of half a crore is not on the conversion but as a result of the change itself.

Shri Hanumanthaiya : Whatever it may be, I am merely giving the figure as was given to me by a man who knows the facts about it. I expected the hon. Minister to state in this paragraph what was the actual loss, what was the expenditure incurred on account of the conversion and reconversion and also the loss of revenue from the sale of tickets.

Shri Goenka : You had better ask the member of the Advisory Council.

Shri Hanumanthaiya : My hon. friend who happens to be a great friend of the Minister asks me to put it to the members of the Advisory Council. I take it that he is in it.

Shri Goenka : I was.

Mr. Deputy-Speaker : The hon. Member has very little time.

Shri Hanumanthaiya : Therefore, Sir, to view this point properly is to make a very serious charge against the railway administration. I am not aware who was responsible for this idea last year, whether it emanated at the Ministerial level, whether it emanated from the managerial level or whether it emanated from the Advisory Council, but whoever was responsible stands condemned before the public, before the House. If this House attaches any value to half a crore of rupees, whoever was responsible should be made to retire in the interests of democracy and parliamentary government.

Shri Santhanam : This was done in 1948 May.

Shri Hanumanthaiya : That may exonerate you, but whoever was responsible in 1948 must retire.

Mr. Deputy-Speaker : He wants the Advisory Council members to go. I believe they have gone.

Shri Goenka : There are fifteen of them still.

Shri Hanumanthaiya : I am one of those who come from what war called a native State and am very glad that along with political integration, this railway integration has also taken place. I congratulate the people responsible for this integration. Having said that, I want to sound a note of caution. This over-centralisation will lead to delay and inefficiency will be the result. The two Ministers who are able parliamentarians and experienced administrators must look at this problem from the point of view of efficient administration and not from the point of view of personal power or concentrating power in Delhi or in the Railway Board. This huge undertaking of over 33,000 miles of railway cannot be administered by a single office or by a single individual. As far as possible—I use the words, "as far as possible" very advisedly—let there be decentralisation so that the local officials may have more responsibility and more initiative so that the whole system can be worked to the satisfaction of the people. If everybody has to look to Delhi for every detail, that will mean the ruination of this undertaking, I warn you.

Lastly you will permit me if I speak about my own State. We wanted to introduce electrification of the railway line between Bangalore and Mysore. That was a Government scheme. Meanwhile our railway system has been integrated and the responsibility has passed to the Centre. I wish the hon. Minister implements this scheme. We prepared an estimate for it, and there is plenty of power available. This scheme, if it is put through, will ultimately benefit not merely Mysore; it will be the precursor of electrification of railways throughout the country. I am personally wedded to the electrification of railways throughout India because the coal that we are getting from our country, I am told, can be used for different and more useful purposes. We have not got petrol, and out of coal we can make synthetic petrol. From the standpoint of self-sufficiency, we must ultimately have to electrify the whole of our railway system. It may not come in the next two or three years; it may be in the next ten or fifteen years. Whatever be the period, our ultimate object should be to electrify the railways and to divert our coal for other industrial purposes.

Shri S. N. Sinha (Bihar): The hon. the Transport Minister has already received congratulations from the hon. Members who have preceded me, and it smacks of conventionalism, if I were to congratulate him now, but I would much rather be guilty of it than refrain from offering my sincere congratulations to him for having presented a budget which records an all-round development and promises future progress and development.

I am glad to note that it has been realized that in the new set-up the pattern of transport has to be re-oriented to the development of industries and other needs of the country and commercial considerations alone would not be allowed to dominate the decisions for further development. The Railway Development Fund has been created with the specific purpose of financing projects which in the first instance may appear to be unremunerative, but I am sorry to find that no plan of development of the railway system in this country has been placed before the House except the mention of two new projects that have been undertaken. I would suggest to the hon. the Transport Minister to have a survey of the country and to come up with a full plan for five years for the development of the railway system in this country. In this connection, I may be permitted to say that since 1900 up till now, we have made very little progress in the matter of adding further route mileage to our existing railway system. In 1900 the total mileage was only 25,000 miles and before partition, it was 40,000 miles and after partition we have now 34,000 miles. So it is clear that the progress made is very very slow. I would now offer a few suggestions for the hon. Minister's serious consideration.

The hon. Minister is aware that about seven lakh acres of culturable waste lands are there in Saharsa and Purnea districts which are very suitable for jute cultivation but for lack of transport facilities, this jute cultivation is suffering to a very great extent. Practically there is no system of transport and if I may say so the only means of transport is the Kosi river, whose vagaries are very well known. only last year there was a serious disaster when quite a number of country boats sank and along with them a lot of jute in the Kosi river. Therefore, my suggestion is that the Transport Minister should take into consideration the laying of railway lines in this area and for this purpose, I may suggest that he may think of light railways or tram lines of the type and standard of those built by the sugar factories in Bihar This can be done at a very small cost and easily too. In this connection, I would like to remind the hon. Transport Minister of very enthusiastic support he gave to the proposal of re-opening the Murligang-Madhepura line. A deputation waited upon him and he was pleased to give a very enthusiastic support and he promised to look into this matter. May I also suggest that Nirmali-Supal may also be connected; they are only within 15 miles distance.

Before I proceed further, I would like to place before the House certain suggestions with respect to this light railway, so that it may be clear to the hon. Minister

[Shri S. N. Sinha]

that it is a feasible proposal. For example, Sir, it will open up, as I have pointed out, seven lakhs acres of jute lands. This will help Government to earn dollar exchange which is such a great need of the hour and it will also help the Grow More Food Campaign because the jute fields grow rice as a subsidiary crop. If Government provides transport facilities to this area, it will enable import of coal for the development of that area from South Bihar and this can also provide automatic relief to refugees and sufferers of the Kosi Area and this railway line can be operated at very low cost by Diesel engines and locomotives.

Now I shall proceed to make another suggestion. The hon. Minister is aware of the existence of the B.B. Light Railway. Several deputations and representations have been made to the Ministers. This is a 33 mile route and serves a very important area. It connects places like Rajgir, Nalanda, Pavapuri which are of historic importance and which account for a high passenger traffic. Besides this (railway) serves an area which is known for abundant supply of potatoes, which meets the needs of West Bengal and almost all the parts of Northern India but for shortage of wagons and mismanagement, the potatoes which are taken to the railway stations for being sent to other places, fail to reach their destinations and thus they become decomposed and get wasted. Therefore, I would make a suggestion that this railway line should be immediately acquired. The total capital cost as seen from the balance sheet of this Railway is only Rs. twelve lakhs and considerations of economy should not be allowed to postpone the acquisition of this Railway and I do hope that this suggestion of mine will receive the serious consideration of the Railway Minister.

I shall make another suggestion. As I have said before, various factors have to be taken into consideration for the development of rail transport, and in this connection I submit that the question of strategic needs and importance should also be taken into consideration. The recent trend in international situation has invested Nepal with added importance and my suggestion is that the Transport Minister may take up the question of connecting Nepal with India. It should be examined by an expert and if found feasible, the work must be taken up. In this connection, I may suggest that the Nepal Government may also be approached for a proportionate contribution. I may inform the House that the Nepal Government is prepared to contribute about seven crores of rupees towards the construction of Kosi Dam and it will not be difficult for the Transport Minister with all his persuasive skill to persuade and convince the Nepal Government to bear their part of the share in the construction of this railway.

The question of regrouping has been welcomed by previous speakers but I wanted to sound a note of caution. Regrouping is intended to bring economy and efficiency but I would suggest that if he really starts this proposal, forthwith, it may dislocate the present arrangement in the administrative set-up. Various factors have to be taken into consideration like structural unit, geographical factor and regional factor. In this view I am fortified by the suggestion of Mr. Tirumala Rao that administration of these units should be carried out in the regional languages. This is bound to create difficulties; *e.g.*, Katihar has been clubbed with Assam Railway and people in Katihar line are absolutely unfamiliar with the Assam line people. The trains are running late and a sense of uncertainly has been created in the minds of the staff. This mistake should not be repeated while embarking on regrouping.

Then I welcome the anxiety of the Transport Minister to provide more facilities to the travelling public especially for the Third Class passengers. In this I may say that the expenditure incurred is not all unremunerative, as from the figures you will find that half the earnings are derived from passenger traffic alone This is so in spite of the fact that there are inconveniences and hardships

resulting from overcrowding due to shortage of coaches and trains. That shows, the idea of travel-mindedness has come to stay and the Transport Minister should capitalize on this happy trend by providing more amenities.

Before I conclude I would pay my compliments again and say that judging the entire budget on three tests *viz*, economy, efficiency and development which appear to have marked his policy, I am happy to say that he has fared well,—adopting his phrase —and I wish that he may fare better.

Shri Karunakara Menon (Madras): I congratulate the hon. Minister on the splendid record of achievement contained in his speech on the presentation of Budget. I assure him that it is a splendid history of one year. As the time at my disposal is short, I will not expatiate on the good things done. I will deal with the things that have not been done which we expected to be done even last year.

The first thing that strikes anybody is the Revised Convention referred to therein and the solid foundation on which the Depreciation Reserve Fund, the Railway Development Fund and the Revenue Reserve Fund have been built up. Regarding the General revenues of the Government, while it received only about seven crores and odd in 1948-49 and only seven crores in 1949-50 from the net surpluses of Railway administration, from 1950-51 onwards for five years they are going to get at the rate of about 31 crores a year. This is based at four per cent. on 800 crores considered as capital. I think in the present difficult period, for a period of five years, nobody can grudge four per cent.being paid to meet the difficulties of the Government. Regarding the Depreciation Reserve Fund, a compulsory contribution of 15 crores a year is only proper, considering the high charges that have to be paid for the replacement of articles. Regarding the Railway Development Fund I may be permitted to speak two words. I am not an expert or an economist or a student of finance but I feel that the Railway Development Fund ought to be divorced from passenger amenities and Labour Welfare and should be entirely devoted for railway development. By railway development I mean Railway expansion. Considering the huge population of nearly 350 millions in India, 33,000 and odd route mileage is very small indeed. It will not come, if calculation is made, to even 1/150 of a furlong per head of the population. Therefore railway expansion is an important matter to be taken up. There are people in the distant recesses of this country who have not seen a railway engine much less travelled in railways. This Railway Development Fund ought to be created by contributing ten crores every year to be utilised on the expansion of Railway lines. We may get the money either from General Revenues or otherwise. I am not unaware of the provision contained in the Revised Convention by which a portion of the Railway Development Fund could be utilised for constructing new lines which may be unremunerative in the beginning. In these days no line could remain unremunerative. The record contained in the speech of the hon. Minister shows how the people have eagerly taken to travelling and how every line is remunerative. There should be, therefore, a special fund *viz*., the Railway Development Fund, instead of mixing it up with the Passenger Amenities Fund or Labour Welfare Fund. This Railway Development Fund should be a separate fund to be utilised every year, whether we get the money from loan funds provided by the general revenues or the Railway Revenues themselves. These funds are to be subscribed for the Railway Revenues every year and used for the expansion of the railways in the country. By this I do not mean that this fund should be used then and there every year whether conditions favourble or unfavourble exist, but in favourable years it should be utilised for the expansion of the railway in the country.

One word with respect to the expansion itself. No doubt mileage has to be increased but it can be done either by constructing new lines or by the restoration

[Shri Karunakara Menon]

of dismantled lines. Two days ago the hon. Minister in an answer to a question said that 24 dismantled lines existed in the coutry, whereas about 13 or 14 new lines were opened or completed during last year or so. I do not know whether the question of restoration of these dismantled lines was not carefully examined before these new lines were opened. Unfortunately during the war some lines were dismantled and the materials were used for the purposes of war. That was the only unfortunate thing about them; else these dismantled lines would have been living and remunerative lines even now. Therefore I do not understand why new lines were opened without first restoring these dismantled lines. The hon. Minister and those at the helm of affairs cannot well understand and appreciate the feelings of the people in those parts where lines were dismantled and where the people have been waiting for the restoration of those lines for the past several years. The hon. Minister called his speech an annual tale but for the past four or five years, during which I have been a Member here, my tale has been an annual tale of woe with regard to this question. The only result now is that the line for which I had pleaded *viz.*, Shoranur-Nilambur has been taken up as one that will be restored in course of time. I do not know how many years more have to pass before the line is restored, so that people may feel gratified that something has been done by the Government in this matter.

I want to say a word about the regrouping of lines. It is a good proposal and the hon. Minister should be congratulated that the 23 lines of Railway system in the country are to be regrouped into seven or eight lines in the near future. I hope that it will take place before the elections and the new Parliament sits here. Not only will it be economically sound but there will be equality of treatment to people everywhere, because at present the different lines have different patterns of administration and different amenities to passengers who make use of them. This attempt is a grand achievement for which initial steps are said to have been already taken and I congratulate the hon. Minister for the same.

I would like to say a word about the first and second classes. No doubt we all want classless travel but in the present condition I congratulate the hon. Minister that the old system has been restored. There is a story in our parts of which I am reminded in this connection. A Nambudri landlord and a Nair servant began to drown in the river. The Nambudri said to the servant "We are both drowning. Why don't you drown in water mixed with mud, so that I may drown in comparatively pure water and you in dirty water." When the old second class was changed into a new kind of second class in January 1949 I do not understand what harm could have been done if the so-called new second class passengers were afforded the amenities that were contained in the old second class compartments. The old berths were cut and new planks were put in, the beds were cut and new ones put in; and all kinds of inconveniences possible were created for passengers, simply because it was thought that they should not possess the amenities the old second class compartments, as the fares were a little lower.

The Ministry has taken much more credit than is due for punctuality, amenities and stopping corruption. On each of these items I sound a note of dissent. There may be punctuality in regard to mail trains and express trains but in regard to passenger trains they are still unpunctual. Recently I went to Agra and I wanted to take the morning five o'clock train but the passeger train came two hours late. The passeger trains are not punctual. The authorities think that they can afford to be unpunctual and only express and mail trains need be punctual. Therefore not much credit can be taken with respect to punctuality—at least in regard to the passenger trains.

I have only one word more to say and I shall finish. I am very happy that the hon. Minister has said that the labour relations have improved during the last year. That is only to be expected. I have had some personal relationship with the hon. Minister himself when he was once the Chairman of a Board of Directors and I trusted him to give an award, while representing labour. He was able to detach himself from his own Board of Directors to such an extent and give an ward which has subsequently been quoted by every tribunal—and has been cited by me in one of the Industrial courts—that the railway labour can certainly expect, and has got, the same detachment from the hon. Minister. But one thing I should say. The machinery which he has got, namely, the Joint Advisory Council must be the final authority so far as the solution of the disputes and problems confronting the railway labour and the Railway Board and the management are concerned. I have received sheaves and sheaves of complaints from several Unions regarding the grievances, which they have in plenty. I shall not refer to them here. But I find that this one complaint must really be tackled by the Ministry, and it is this: If there is any decision of the Joint Advisory Council it must be implemented without any reservation whatsoever. Even your statement that you have implemented the majority of the decisions of the Joint Advisory Council will not help because we are creating an institution which is intended not only to solve problems but to inspire confi-
5 P.M. dence. If that confidence is not inspired by implementing all the decisions of the Joint Advisory Council, I am afraid the institution may become discredited.

Mr. Deputy-Speaker : Mr. Krishnanand Rai.

An Hon. Member : Sir, it is already five o'clock.

Mr. Deputy-Speaker : The House will sit for ten more minutes.

Shri Sondhi (Punjab) : No, Sir. We have got a function to attend at five at the Nepalese Embassy.

Hon. Members : Yes, Sir.

Shri Tirumala Rao : Sir, when you have called upon a speaker, I think it is better that you allow him to speak. Otherwise it would be unfair.

Mr. Deputy-Speaker : There are names of a number of hon. Members here. Many have contributed very well to the debate and I am exceedingly sorry to have had to ask them to sit down while they were developing their points. If any of the old Members are anxious to go and attend the function, they are welcome to do so. I will go on with this House for another ten minutes.

Mr. Krishnanand Rai

Hon. Members : He is not in the House.

Mr. Deputy-Speaker : The House will then stand adjourned.

The House then adjourned till a quarter to eleven of the Clock on Friday, the 24th February, 1950.

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